

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4887

號一初月六年一十三緒光

MONDAY, JULY 3 1905.

一拜禮

號三月七英曆

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,000,000
SERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
H. A. W. SLADE, Esq., Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hoo, C. W. Dickson, Esq., H. Schuller, Esq.,
G. Goetz, Esq., H. Shellim, Esq.,
G. H. Medhurst, Esq., Hon. R. Shewan,
A. J. Raymond, Esq., N. A. Siebs, Esq.,
F. Salinger, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
On Fixed Deposits:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 3 1/2 per Cent. per Annum.
J. R. M. SMITH, Chief Manager.

Hongkong, 17th May, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905. [23]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES IN CHINA, THE PHILIPPINE ISLANDS AND THE REPUBLIC OF PANAMA.
CAPITAL AND SURPLUS
AUTHORIZED.....Gold \$10,000,000
CAPITAL PAID-UP.....Gold \$3,250,000
RESERVE FUND.....Gold \$3,250,000

HEAD OFFICE:
NEW YORK.
LONDON OFFICE:
THREADEDELL HOUSE, E.C.
LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.
BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account and accepts Fixed Deposits at Rates which may be ascertained on application.
CHARLES R. SCOTT, Manager.

20, Des Voeux Road, Hongkong, 25th May, 1905. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED.....Yen 24,000,000
CAPITAL PAID-UP.....18,000,000
CAPITAL UNPAID.....6,000,000
RESERVE FUND.....9,720,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, NEW YORK, HONOLULU, NAGASAKI, SHANGHAI, LYONS, SAN FRANCISCO, NEWCHANG, BOMBAY, MUKDEN, TIENSIN, PORT ARTHUR, PEKING, CHEFOO, KOBE, DALNY, LONDON.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD., PARKS' BANK, LD., THE UNION OF LONDON AND SMITH'S BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per Cent.

TAKAO TAKAMICHI, Manager.

Hongkong, 23rd May, 1905. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£875,000

INTEREST ALLOWED on CURRENT ACCOUNT at the rate of 2 per Cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " 3 1/2 " "
" " " 3 " " 2 1/2 " "
T. P. COCHRANE, Manager.

Hongkong, 18th May, 1905. [24]

THE DEUTSCHE ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hankow, Tientsin, Tsingtau.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
M. HOMANN, Manager.

Hongkong, 1st April, 1905. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	PESHAWUR E. Spicer, R.N.R.	About 6th July	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO E. G. Andrews	About 7th July	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea).	JAPAN E. F. Martin, R.N.R.	About 7th July	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, SUEZ and MARSEILLES	PALMA G. W. Cockman, R.N.R.	About 12th July	Freight only.
SHANGHAI	COROMANDEL G. M. Montford, R.N.R.	About 12th July	Freight and Passage.
LONDON, &c.	SIMLA F. R. Summers	July 15th Noon	See Special Advertisement.

For Further Particulars, apply to L. S. LEWIS, Acting Superintendent.

Hongkong, 1st July, 1905. [2]

Intimations.

LANE, CRAWFORD & CO.



LANE, CRAWFORD & CO. ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY BLENDED

FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom,
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

Hongkong, June 16th, 1905. [34]

KÜPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Küpper, and see that you get it.

Telephone No. 76. CALBECK, MACGREGOR & CO., SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL, Hongkong, 6th June, 1905. [17]

E. C. WILKS & CO., CONSULTING ENGINEERS, ETC.,

are Sole Agents for—

The General Electric Co. of London, and have a large stock of Electric Fittings, Cables, Wire, Lamps, Electroliers, etc., on hand,

AT 12, BEACONSFIELD ARCADE, HONGKONG.

INSPECTION INVITED. ESTIMATES GIVEN.

Also Sole Agents for:

H. W. John's Canadian Asbestos Goods, stock on hand.

THORNYCROFT MOTORS.

W. H. ALLEN & SON, BEDFORD.

Stewart & Lloyd's Steel Plates, Angles, Tubes, &c.

Hongkong, 1st June, 1905. [20]

Intimations.

When nature flags,
and health fails,
try
BOVril

[17]



TRY IT

"CLUB"

THAT'S ALL.

Pronounced the best Scotch Whisky at the price on the Market.

Per Dozen \$14.00

H. PRICE & CO., 11, QUEEN'S ROAD.

Hongkong, 22nd June, 1905. [36]

PHOTO SUPPLIES.

LONG, HING & Co., 17, QUEEN'S ROAD.

Hongkong, 15th May, 1905. [45]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES, Acting Manager.

Hongkong, 7th February, 1905. [26]

VICTORIA HOTEL, SHAMEN, CANTON.

ON THE BRITISH CONCESSION.

MACAO HOTEL, MACAO, CHINA.

IN THE CENTRE OF THE PRAIA GRANDE.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FARMER, Proprietor.

Telegraphic Address: 'CONNAUGHT' HONGKONG. Telephone No. 170.

CONNAUGHT HOTEL.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, Elegantly Furnished. Flush Water Lavatories. Hydraulic Elevator. Excellent Cuisine and Wines. Hot and Cold Water Baths and Shower Baths. Under European Management. Launch Service for Guests.

Hongkong, 16th June, 1905. [658]

HOTEL CRAIGIEBURN.

PLUNKET'S GAR, the PRAX, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1900. [28]

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL.

J. W. OSBORNE, Proprietor and Manager.

Hongkong, 1st June, 1905. [20]

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Saeki, Mito, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannouga, Onoura, Otsu, Sasabara, Tsubakura, Yoshinotani, Yotio, Yonokihara and other Coals.

S. MINAMI, Manager, Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.
9.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 15 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.30 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDER BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREY & SON, General Manager.

Hongkong, 29th December, 1904. [61]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for

FERGUSON'S SPECIAL GREASE and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1905. [44]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons Captain H. D. Jones.
 "POWAN" 2,338 " " G. F. Morrison, R.M.R.
 "FATSHAN" 2,260 " " R. D. Thomas.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain W. A. Valentine.
 "NANNING" 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

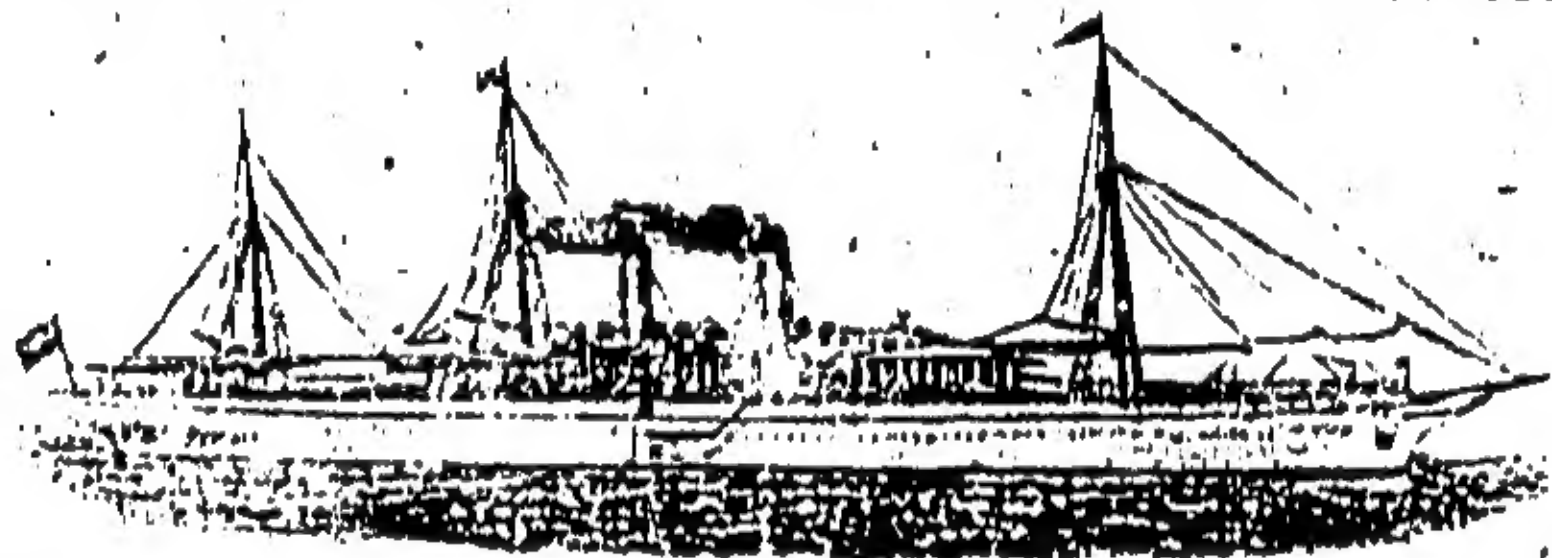
FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$12.50. Return \$21.00.
 Canton to Samshui Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 1st July, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "TARTAR"	4,425	W. Davidson, R.N.R.	WEDNESDAY, 1st July.
"EMPEROR OF JAPAN"	6,000	H. Pybus, R.N.R.	WEDNESDAY, 12th July.
"EMPEROR OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
"ATHENIAN"	3,440	S. Robinson, R.N.R.	WEDNESDAY, 9th Aug.
"EMPEROR OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to
 Hongkong, 21st June, 1905. D. E. BROWN, General Agent, 9, Paddar Street.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BRISGAVIA	HAVRE, ANTWERP AND HAMBURG.	7th July.
Russ	(Calling at S'PORE, PENANG & COLOMBO).	12th July.
SITHONIA	HAVRE, BREMEN AND HAMBURG.	26th July.
Hildebrandt	(Calling at S'PORE, PENANG & COLOMBO).	9th August.
ACILIA	HAVRE AND HAMBURG.	23rd August.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).	6th Sept.
SAMBIA	HAVRE AND HAMBURG.	about beginning of Oct.
Luning	(Calling at S'PORE, PENANG & COLOMBO).	
RHENANIA	HAVRE AND HAMBURG.	
Puck	(Calling at S'PORE, PENANG & COLOMBO).	
VANDALIA	NEW YORK VIA SUEZ.	

Freight. Freight. Freight. Freight. Freight. Freight and Passengers. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabins amply lighted throughout by Electricity. Duly qualified Doctor and Stewards are carried.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 21st June, 1905.

D. NOMA, TATTOOER.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other. Their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
DARMSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
RODERICH	WEDNESDAY, 13th September.
BAVERN	WEDNESDAY, 27th September.
RODERICH	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZESS ALICE	WEDNESDAY, 8th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 5th day of July, 1905, at Noon, the Steamship DARMSTADT, Captain G. Bolte, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 4th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 4th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement. The Steamer has splendid Accommodation and carries a Doctor and Stewards. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,327	TUESDAY, 25th July.
PRINZ SIGISMUND	3,302	TUESDAY, 22nd August.
WILHELM	4,761	TUESDAY, 19th September.

ON TUESDAY, the 25th July, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
 STEAMERS
 ABOUT
 KOBE & YOKOHAMA PRINZ SIGISMUND TUESDAY, 1st August.
 SHANGHAI, NAGASAKI, KORE & YOKOHAMA SCHARNHORST WEDNESDAY, 5th July.
 SHANGHAI, NAGASAKI, KORE & YOKOHAMA PRINZ HEINRICH WEDNESDAY, 19th July.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 1st July, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON-KAUKONG LINE.

S.S. "TAK HING" and S.S. "HONGKONG"
 SAILING EVERY EVENING AT 7 P.M. (SATURDAY EXCEPTED). THE ROUND TRIP
 OCCUPIES 36 HOURS.

THE steamers pass through the silk producing districts, and afford a splendid opportunity for passengers to see the Southern part of the Canton delta.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIMING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

Messrs. BUTTERFIELD & SWIRE,

AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 3rd July, 1905.

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Intimations.

WM. POWELL,
LIMITED.
—ALEXANDRA BUILDINGS—

NEW MUSLINS,
ALPACAS,
DRESS-LINENS,
HOLLANDS,
VOILES,
FOULARDS,
SILKS,
&c., &c., &c.,
for light
SUMMER GOWNS.

DRESS-MAKING
A Specialty.

LATEST FASHIONS
from
LONDON,
PARIS,
and
NEW YORK
RECEIVED EVERY WEEK.

BATHING COSTUMES.

CAPS
and
SANDALS.

Everything Now and
up-to-date
at
POWELL'S
HONGKONG.

Hongkong, 19th June, 1905.

Auctions.

IN THE SUPREME COURT OF
HONGKONG.
ORIGINAL JURISDICTION.

Action No. 95 of 1905.
TO BE SOLD BY PUBLIC AUCTION,
by order of the Supreme Court of Hongkong
and with the approval of ANATHOON
SOUTH, Esquire, Registrar of the Supreme
Court of Hongkong, pursuant to the order
for sale made in the above action and
dated the 14th day of April, 1905.

THE VERY VALUABLE LEASEHOLD
AND RECLAMATION PROPERTY,
situate at Victoria, in the Colony of Hongkong,
ON
MONDAY,

the 17th day of July, 1905, at 3 o'clock P.M., at
Messrs. HUGHES AND HOUGH'S Sales Rooms,
Des Vaux Road Central,
IN ONE LOT, BEING

ALL that piece or parcel of Redemption of
and in SECTIONS A and B of MARINE
LOT No. 236 and THE RECLAMATIONS
hereof, together with the Messuages or Tenements
thereon, known as Nos. 188, 190, 192 and
194, WING LOK STREET, and Nos. 36, 37, 38
and 39, CONNAUGHT ROAD WEST, Hongkong.
The property is more particularly delineated
on a sale plan thereof which can be inspected
at the Office of Messrs. JOHNSON, STOKES
and MASTER, Solicitors for the Vendor.
Sections A and B of Marine Lot No. 236 are
held from the Crown for the residue of a term
of 999 years from the 25th day of June, 1870,
granted by a Crown Lease dated the 7th
February, 1879.

The Praya Reclamation to Sections A and B
of Marine Lot No. 236 are held upon and under
the terms and conditions of the usual Recla-
mation Agreement.
The area of the whole of the said Property
is 7,124 square feet.

The Crown Rent in respect of the whole
Property is \$127.45.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES and MASTER,
Solicitors for the Plaintiff in the above
action who have the conduct of the
said sale,

or to
Messrs. EWENS, HARTON and HARDING,
Solicitors for the Defendant, Li TSUNG
PAK, in the said action,

or to
Messrs. HUGHES AND HOUGH,
Government Auctioneers.
Hongkong, 29th June, 1905. [701]

PUBLIC AUCTION.
MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,

the 21st day of July, 1905, at 2 P.M., at their
Sales Rooms,
THE FOLLOWING
VALUABLE LEASEHOLD
PROPERTY,
situate at Mount Kellett, in the Colony of
Hongkong, viz:—

1.—All that piece or parcel of
GROUND being a portion of the piece or
parcel of ground situate at Mount Kellett
aforesaid registered in the Land Office
as Rural Building Lot No. 75 abutting on
the North side thereof on a portion of the
said Rural Lot No. 76 described on the
Sale plan thereof as Lot No. 2 and measur-
ing thereon 330 feet or thereabouts on the
South side thereof partly on Crown
Land and partly on Government pavilion
and measuring thereon 398 feet or there-
abouts on the East side thereof on Mount
Kellett Road and measuring thereon 163
feet or thereabouts and on the West side
thereof on Crown Land and measuring
thereon 161 feet or thereabouts which said
piece or parcel of ground is described on
the said Sale plan as LOT No. 1 and con-
tains an area of 56,700 square feet or
thereabouts. Appportioned Annual Crown
Rent \$18.50.

2.—All that piece or parcel of
GROUND being another portion of the
said Rural Building Lot No. 75 abutting
on the North side thereof on a portion of
the said Rural Building Lot No. 76
described on the said Sale plan as Lot No. 2
and measuring thereon 330 feet or thereabouts
on the South side thereof on other portion of
the said Rural Building Lot No. 76 described
on the said Sale plan as Lot No. 1 and measur-
ing thereon 330 feet or thereabouts on the
East side thereof on Mount Kellett
Road and measuring thereon 199 feet or
thereabouts and on the West side thereof
on Crown Land and measuring thereon
218 feet or thereabouts which said piece or
parcel of ground is described on the said
sale plan as LOT No. 2 and contains an
area of 56,700 square feet or thereabouts.
Appportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground
are held from the Crown for the residue of a
term of 75 years from the sixth day of March,
1876, granted by a Crown Lease of the whole
of the said Rural Building Lot No. 76 dated the
3rd day of June, 1879.
A Sale plan of the said property can be in-
spected at the office of Messrs. JOHNSON, STOKES
and MASTER and at the Auctioneers' office.
For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to
Messrs. HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 21st June, 1905. [673]

Dentistry.
TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUILLAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 16th July, 1905. [666]

THE AMERICAN SYSTEM
OF
DENTISTRY.
M. H. CHAUN, D.D.S.,
37, DES VAUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1905. [67]

Auction.

PUBLIC AUCTION.
IN THE SUPREME COURT OF
HONGKONG.
ORIGINAL JURISDICTION.

Action No. 135 of 1905.
To be sold by Public Auction by Order of the
Supreme Court of Hongkong.

VALUABLE LEASEHOLD
PROPERTY,
situate at Kowloon, in the Colony of Hongkong,
ON
FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the
afternoon, at Messrs. HUGHES & HOUGH'S
Sales Rooms, Des Vaux Road Central.

ALL that piece or parcel of Ground
registered in the Land Office as Hunghom
Inland Lot No. 249 together with the Building
thereon, known as No. 74, Des Vaux Road,
Hunghom, abutting on the North side thereof
on Crown Land and measuring thereon 15
feet, on the South side thereof on Hunghom
Road and measuring thereon 15 feet, on the
East side thereof on Hunghom Inland Lot
No. 214 and measuring thereon 50 feet and
on the West side thereof on Hunghom Inland
Lot No. 248 and measuring thereon 50 feet; and
which said piece or parcel of Ground contains
in the whole 750 square feet and is delineated
on the plan attached in the Crown Lease
thereof and is coloured red thereon and is held
from the Crown for the residue of the term of
75 years from the 19th day of December, 1870,
granted by a Crown Lease dated the 3rd day
of June, 1902. Annual Crown Rent \$7.00.
For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Plaintiff in the
above action, or to
Messrs. HUGHES & HOUGH,
Auctioneers.
Dated the 28th day of June, 1905. [666]

Insurance.
NORTH GERMAN FIRE & MARINE
COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES. **SIEMSEN & Co.**
Hongkong, 28th May, 1905. [5]

Intimations.
THE CLUB LUSITANO, LD.
NOTICE.

THE Certificate No. 147 for 20 Shares in
the above Company numbered 54 to 56,
59 and 60, 63 and 64, 87 and 88, 140, and 178
to 187 all inclusive, standing in the Register
of Shareholders in the name of ANTONIO
SIMPLICIO GOMES, Junior, having been
lost, Notice is hereby given that a Duplicate
Certificate for the said Twenty Shares will
be issued at the expiration of one calendar
month from the date of this notice, and that
the Original Certificate will, unless produced
within that period, be hereafter held by this
Company as null and void.

By Order,
H. M. BASTO,
Acting Hon. Secretary,
Club Lusitano, Ltd.
Hongkong, 24th June, 1905. [681]

WILT SHIRE
As Supplied to
HARRIS'S
His Majesty
The KING
BACON & HAMS
Gold Medals PARIS 1889 & 1900
Regd Brand
HARRIS, CALNEWILTS-England.
REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & Co.,
50, Queen's Road Central,
Hongkong.
Hongkong, 19th May, 1905. [579]

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 74.

REMOVAL WORK AT THE CAMBRIDGE REACH
BARRIER, PRECAUTIONS TO BE OBSERVED.

NOTICE is hereby given that the Dredger
"CANTON RIVER" has commenced
work on the Northern side of the Steamer
Passage through the CAMBRIDGE REACH
BARRIER.

Vessels approaching the Barrier should keep
a careful look out for signals and slow down at
a sufficient distance to prevent their wash
reaching the boat at work, and proceed dead
slow until well past.

On no account must a vessel pass on the
Northern side of the dredger.

When a RED FLAG is hoisted on a boat of
any description it indicates that high explo-
sives are on board.

When TWO BLACK SPHERES are hoisted in
the vicinity of the Barrier it indicates that
danger would be caused to life and property
by the wash of steamers.

If owing to any reason it is unsafe for a
vessel to pass the Cambridge Reach Barrier,
A RED TRIANGULAR SHAPE 6 feet in height
will be hoisted on the North Beacon.

A vessel seeing this signal hoisted should
on no account attempt to pass.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs,
Custom House,
Canton, 27th June, 1905. [667]

COMMERCIAL.

FREIGHT-MARKET.

Messrs. Lambe & Rogge write in their cir-
cular of 1st inst. as follows:
During the fortnight under review the freight
market has again presented a decidedly feeble
attitude, few inquiries only having come forward.
The market at the close, disagreeably with
general anticipation, is almost bare of orders,
and what seemed highly probable in face of
the change in the situation, has after all taken
place. Several boats, and amongst them such
of small and medium size, have actually been
compelled to lay up, here and in neighbouring
ports, for want of employment, at least of such
employment as would have a profit. Under
these circumstances the feeling in shipping
circles in regard to further developments in
freights, is to wait and to wait until a gen-
eral turn for the better will be witnessed, is
beginning to be one of uncertainty, and in some
quarters even one of no little uneasiness.
No recovery whatsoever has set in with regard
to business from Saigon to this, the smallness
of stocks, and the ideas of buyers and sellers
being too wide apart, still having an adverse
effect on chartering. For same reason the
Saigon/Philippines market is neglected.
In neither direction has there been a single inquiry
traceable, and prospects for operations in the
near future are anything but bright.
There has been a total absence of demand
from Saigon to other ports.
During the earlier part of the fortnight the
fixture of a steamer was put through, to load at
one port N. C. Java for Hongkong, at 3 cents
per picul, dry and wet sugar. The revival of
business in the direction, brought about by a
better market for sugar locally, has, however,
been of but short duration, no further tonnage
being wanted for the time.
The only other trip business on record in the
month comprises the fixture of a steamer to load
at Hongkong for Amoy, and another one for the
voyage Tientsin to Swatow, details as per ap-
pendix list of settlements.
As for Yangtze freights, latest Northern re-
ports ventilate anything but hopeful views on
the situation in respect of the next few months.
There is and probably will be only a limited
demand, and rates seem inclined to weaken yet
further.

Newchwang.—Early in the fortnight there
was a spasmodic rush of inquiry after small-
sized vessels to load for Southern ports 26 cents
for Amoy, 27 cents for Swatow and 25 cents
for Canton being quoted, price of produce, how-
ever, experienced a rise again, the majority of
orders were withdrawn.

Coal Freight.—No fixture reported. The
rate Moji to Hongkong now stands nominally at
\$1.35, at which figure tonnage is offering.

On time French, Kampot and German s.s.
Amoy are reported to have been taken up for
3 1/2 months and 6 months respectively for native
account, the former being intended for South-
ern, the latter for Northern trade. Taking into
consideration present market conditions, both
vessels can boast a very fair rate.

Sail Freight.—No change.
Sail-Tonnage loading or to load.—For Bal-
more and New York. British bark *Lawhill*,
arrived 3rd June.

Disengaged.—British ship *Sterra Lucena*,
1,261 tons, British ship *Frederick*, 2,200
tons, both for Port Angeles, but were
towed back June 5th after having been aground
in Harbin Bay.

Dep. steved.—British ship *D. Dean*, 21st June,
for Royal Roads. British bark *Jordanhill*,
27th June, for Swatow. British ship *Com-
mandant*, 28th June, for Port Townsend. British
ship *Scottish Hills*, 29th June, for Manila.
American ship *A. G. Roper*, 30th June, for
Tientsin and New York.

A STROKE OF PARALYSIS.
STEAMSHIP'S SECOND OFFICER CURED BY
DR. WILLIAMS' PINK PILLS.

Mr. William Gladhill, second officer of the
steamship *Stapley* of Goole, England, describes
the Paralytic Stroke which laid him helpless,
in these graphic terms:—

"We were mooring alongside Goole wharf
at 2.30 a.m., when I felt a shock as though I
had been stabbed in the back of the head. A
pain shot through my left arm, down my side
and into my foot. I thought I had been
stabbed, but, as I will explain, I had been
struck with Paralysis. I don't look like it?
No, but if it hadn't
been for Dr. Wil-
liams' Pink Pills,
I should have been
still paralysed."

"When the stroke
ran through me, I
doped, but get-
ting hold of the
railings with my
right hand, I man-
aged to crawl with
one hand and one
knee to my berth.
I remained help-
less for an hour,
when I heard the second engineer come into
the galley to make tea, and I called to him for
help."

"I was supported to my home, which was
fortunately close by—3 James-street, Barge
Dock Side, Goole—on the shoulders of two
men."

"My speech was so paralysed that I could
not be understood. My left leg trailed helplessly.
Three clever doctors all gave one verdict: I
was paralysed down one side, and should
never be able to work again, let alone go to
sea. You can imagine my feelings. I have a
wife and children to keep."

"When I had accepted my fate as a life-
long cripple a book left at the house described
the cure of a Paralytic man by Dr. Williams'
Pink Pills. I tried them, with wonderful re-
sults. After the very first bottle the Palsy in
my arm ceased, and I have never had it since.
Up to that time the arm had twitched all night
long, and my foot also. After three bottles I
was able to get out of bed and walk to my
chair without assistance."

"After I had started Dr. Williams' Pink Pills
I took no more ordinary medicine. I gave the
Pills a fair trial, though after three such clever
doctors had said they could give me no hope of
a cure, I did not expect the wonderful results
which were obtained. I am well and strong,
and following the sea just as well as if I had
never been paralysed."

"You feel convinced that Dr. Williams' Pink
Pills, and nothing else, brought this about?"
"Fully convinced," said Mr. Gladhill. "Occa-
sionally now, when I feel a little out of sorts,

after being a long time on my feet, I take one
or two of the pills. I am right again almost
directly. I never go to sea without them. I
can move my left arm now just as freely as my
right. I have used these pills for one of my
sons, a delicate, bloodless lad of 16, appren-
ticed to a plumber. Since taking the pills the
lad had developed a healthy appetite, and is
progressing apace."

Dr. Williams' Pink Pills have cured the most
serious forms of nervous disorders, including
Paralysis and Locomotor Ataxy, while thou-
sands have testified to their value in St. Vitus'
Dance, Sciatica, Rheumatism, Anemia, Indi-
gestion, loss of Appetite, general muscular
weakness, and the ailments of women. Not a
puerile, but a true tonic. Obtainable of most
medicine dealers, also from Dr. Williams'
Medicine Co., Holborn-viaduct, London, on re-
ceipt of 2s. 6d. for one bottle, or for six bottles
15s. 6d. post free. [694]

Consignees.
AMERICAN AND ORIENTAL LINE.
NOTICE TO CONSIGNEES.
S.S. "AFGHAN PRINCE,"
FROM NEW YORK.

CONSIGNEES of cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
whence and/or from the wharves delivery may
be obtained.

No claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 6th July, will be subject
to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before the
8th July or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns where they will be
examined on the 6th July, at 3 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 30th June, 1905. [708]

"SHELL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

THE Steamship
"GOLDMOUTH,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk, into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd July will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 3rd July, at 2 P.M.

All Claims must reach us before the 5th July,
or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.
Hongkong, 26th June, 1905. [690]

**FROM HAMBURG, BREMEN, ROTTER-
DAM, ANTWERP, PENANG AND
SINGAPORE.**

THE H. A. L. Steamship
"ALEZIA,"

Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 7th July will be subject to
rent.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.
HAMBURG-AMERIKA LINE,
Hongkong Office.
Hongkong, 30th June, 1905. [702]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamer
"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *China*,
From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co's Steamer.
Optional Goods will be landed here unless
instructions are given to the contrary before
11 A.M., TO-DAY.
Goods not cleared by the 4th proximo, at
4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.
All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.
L. S. LEWIS,
Acting Superintendent.
Hongkong, 28th June, 1905. [7]

Intimations.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that THE
HAMMOND MILLING COMPANY,
of Seattle, U.S.A., have on the 18th day of April,
1905, applied for the Registration, in Hong-
kong, in the Register of Trade Marks, of the
following Trade Marks:—

(1) The Representation of a red seal with a
piece of green tape passing through it
and the words "Red Seal".

(2) The Representation of a Chinese Lion,
and the words "Li Lun Flour" and
the Chinese characters meaning Li Lun Trade Mark.

(3) The Representation of four Silver Bells
upon a red background with some
wheat and the words "Silver Bells".

in the name of THE HAMMOND MILLING
COMPANY, who claim to be the proprietors
thereof.

The Trade Marks have been used by the
Applicants in respect of the following goods:—
FLOUR IN CLASS 42.

Facsimiles of the Trade Marks can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 2nd day of June, 1905.
DENNYS & BOWLEY,
Solicitors for the Applicants.

**THE CHINA LIGHT AND POWER
COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Company's Office, St. George's Building,
No. 6, Comptrol Road, Victoria, on SATUR-
DAY, the 5th day of July, 1905, at 11.30 in the
Forenoon, when the subjoined Resolution
which was passed at a meeting held on 21st
June, 1905, will be submitted for confirmation
as a Special Resolution.

RESOLUTION.
That the Capital of the Company be in-
creased to \$500,000 by the creation of 20,000
new shares of \$10.00 each.

SHEWAN, TOMES & Co.,
General Managers,
Hongkong, 21st June, 1905. [672]

**THE HONGKONG ELECTRIC
COMPANY, LIMITED.**

NOTICE is hereby given that the SIX-
TEENTH ORDINARY YEARLY
MEETING OF THE SHAREHOLDERS will be held
at the Company's Office, St. George's
Building, on SATURDAY, the 15th July, at
12.30 P.M., for the purpose of presenting the
Report of the Directors, together with a State-
ment of Accounts to 30th April, 1905, and
electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 15th
July, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 27th June, 1905. [694]

**THE WINE GROWERS
SUPPLY CO.**

BARRETTO & Co.,
General Agents, Hongkong.

PORT WINE.
Direct Shipments from the
**COMPANHIA AGRICOLA E
COMMERCIAL DOS VINHOS DO
PORTO**
(Successors to Donna A. Ferreira).

Monopoly for China of
THE WINE GROWERS SUPPLY CO.

Light Tawny (Brown
Label)..... \$10.00 Per Doz. Case
White Tawny (Brown
Label)..... 10.50 " "
Full Wine (Brown
Label)..... 11.00 " "
White Tawny (White
Label)..... 12.00 " "
Medium Tawny
(Brown Label) ... 13.00 " "
Tawn (White Label) 14.00 " "
Tawn, 1887 Vintage,
Selected Old Port 15.00 " "
Quinta da Granja,
Selected Old Port 20.00 " "
Dry No. 3, Selected
Old Port..... 25.00 " "
Quinta do Porto,
Selected Old Port 30.00 " "
Dry No. 2, Selected
Old Port..... 35.00 " "
Old Port..... 50.00 " "
BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central,
Hongkong, 3rd July, 1905. [44]

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY

GEO. G. SANDEMAN SONS &
CO., LTD.

Per dozen.

Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for
SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

GREGOR & CO.,

WINE MERCHANTS,

34, QUEEN'S ROAD CENTRAL.

WE ARE ISSUING FROM TO-DAY

DISCOUNT

TICKETS

ENTITLING THE HOLDER TO A

DISCOUNT OF 10 per %

ON ALL PURCHASES MADE BY HIM

AT

OUR OFFICE

WITHIN A PERIOD OF 12 MONTHS

FROM DATE OF ISSUE.

GREGOR & Co.,

34, QUEEN'S ROAD CENTRAL.

Hongkong, 27th June, 1905.

NOTICE.
All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
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WEEKLY—\$18 per annum.
The rates per quarter and per month are proportional.
The daily issue is delivered free when the address is accessible to messenger. An extra charge is made for postage on the weekly issue, to any part of the world is 50 cents per quarter.
Single Copies. Daily, two cents; Weekly, twenty-five cents.

MARRIAGE.

On 27th June, at Shanghai, DONALD McALISTER, eldest son of the late Captain McAlister of Dunedin, New Zealand, to JULIA, widow of the late James Keenan, of Shanghai.

DEATH.

On 24th June, at Hamburg, HERRMAN SCHROETER, senior partner in the firm of Telle & Schroeter of Tientsin and Hamburg.

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 3, 1905.

A GAMBLING CASE.

Gambling is so firmly ingrained in the Chinese nature that it may almost be said to be part and parcel of their life. In other countries gambling is considered in the light of a pastime rather than an occupation, and of recent years even the pastime has been frowned upon by legislators. A couple of centuries ago, however, the higher circles in England and France spent their days and nights over the green table, and it was only the force of public opinion that put an end to this obsession. Whatever gambling now exists in England hides its face from public view; it is confined to private houses and clubs; and even there a line is drawn. Extravagant youths are not nowadays allowed to fling away estates and fortunes over the baize; they do not stake the prospects of their families against the fall of the cards. Those who have the passion at all, find ample scope for their wanton profligacy on the Stock Exchange, and of course that is not gambling within the meaning of the Act. But the Chinese, rich and poor, have the gambling instinct in all its pristine force. It is no uncommon sight to see the chained prisoners in Canton gambling with their daily ration of rice as the stakes; and it is quite conceivable that a prisoner might go hungry for a week or longer should the counters turn against him. In Hongkong there is no doubt that the gambling mania has a firm hold on the vast majority of people. The very children on the streets, hardly able to lip their native language, turn to gambling as naturally as a duck to water. The well-to-do Chinese shun publicity, and, like English gentlemen, conduct their gambling discreetly within the precincts of their clubs, secure from the attention of the law's myrmidons. There is no doubt that large sums of money change hands nightly in Hongkong, and many an apparently inexplicable failure in business might be traced to the gambling clubs. But on the principle that an Englishman's home is his castle, authorised and registered clubs are outwith the domain of ordinary police visits, and the law which swoops down on the gutter-snipe and his kindred must pass by on the other side when the club is concerned. The question—what is a club?—is therefore of special interest to that large class which passes its evenings at the club and indulges in a gentle "flutter" on occasions. An interesting case, which may help to solve the problem in a measure, occurred in Singapore recently. In February last three officials under the Government made a raid on a house, where they found nearly two score of Chinamen playing with dominoes and dice; they were using counters and money. They were charged with gambling and were convicted and fined. Two of the convicted persons appealed. Their defence in the lower Court was that the house on which the raid had been made was not a common gaming house, but a club called the Cheng Hong Kok Club, of which the first appellant was the governor or patron and the second the secretary. They alleged that the persons arrested in the house were the guests of the governor, who had invited them to dinner and to an entertainment which followed. The Chief Justice, Sir Lionel Cox, before whom the appeal was argued, recalled the Kempton Park appeal case—when the question before the Lords was whether the enclosure was a "place" within the meaning of the Act. That case was on all fours with the Singapore case, if the contention of the appellants was justified. "The Kempton Park case is an authority for saying that a club, such as the appellants say this club was, is not a place kept for habitual gambling within the meaning of the Ordinance." But when a

club became a place where gambling was paramount then it ceased to be a club and immediately became a gambling den disguised under another name. Was this Cheng Hong Kok Club a bona-fide social club? In considering this question, the learned judge said that as appliances for gaming were found on the premises the presumption was that it was a common gaming house, and the onus was placed on the accused to disprove that it was not. The next point was that the club was authorised by the Government and it was described as follows: "The purposes of the club were social gatherings, talk, etc. It is a place for traders to meet in after work for social gatherings." Since the club had received recognition from the Government it had changed its quarters, and the learned judge was not satisfied that this club was really the one which was authorised in 1894. The members, except one, were not members of the former club. That, of course, was a weak point in the defence; and the fact that the governor of the Club, who said he was entertaining his friends, was not present when the club was raided, afforded another ground for suspicion as to the bona-fide character of the Club. Then again, many of those present were described as professional gamblers, and from the circumstantial evidence submitted as a whole, the Chief Justice found that this so-called Cheng Hong Kok Club was really a gambling place carried on by the two appellants. They had not succeeded in rebutting the presumption that a place in which gambling appliances is found is a gaming house, and for that, and other reasons mentioned, the appeal was dismissed. The case is an interesting one as showing how near the wind it might be possible to sail. "Gambling is an offence against the law, if it is made a business; but if the gamblers are at all careful to keep up appearances they are likely to get off scot free. Periodical raids are made on suspected houses in Hongkong, and it generally happens that a haul is obtained but it is seldom that we hear of a club being caught in the act, so to speak. The fact is that a great deal more gambling is carried on in private houses than in clubs. The fascinating game of bridge has a host of devotees, who find one of the greatest pleasures of the game in the accumulation of counters which represent money values. So long as the craze for gambling is hidden out of sight, however, and the general mass of the people are not fired and inflamed by the passion, the only evil done is that which falls on the actual players. It has been said that people cannot be made sober by Act of Parliament; the same idea applies to gambling. All the authorities can do is to keep it in check, reduce the opportunities for gambling, and punish the more flagrant cases, so that all may understand that gambling is a vice in the individual and an evil to the State."

LOCAL AND GENERAL.

A MAIL despatched from Durban Natal per s.s. *Hyphen* on the 7th March last was received to-day via Nagasaki.

A MARINE Court on the stranding of the British ship *Travancore* will be held at the Harbour Office on Wednesday at 10.30 a.m.

It is reported that up to the 20th ult. the state of Admiral Rozhdestvensky's health was such that he had not been told of the annihilation of his fleet.

TO-MORROW being the American Independence Day (the Glorious Fourth of July) Mr. J. W. Osborne, of the Kowloon Hotel, will be "at home," from 5 to 8 p.m.

THE present system of Education of the navy of Canton is not satisfactory and Viceroy Tsen Chun-huan has decided, pending the arrival of the new admiral in command of the Canton Squadron, admiral Li Chun, to engage Japanese naval instructors to educate the naval students.—*The Shenpan*.

VICKROY Tsen Chun-huan has wired to the Peking Government for sanction to raise a public loan to the extent of three million dollars at ninety-five dollars for one hundred dollars with interest at the rate of five per cent. per annum and to raise the loan amongst the Chinese residents in the Southern ports.—*The Sincanpoo*.

PROGRAMME of music to be performed by the Band of the 129th Baluchis, on the New Parade Ground, to-day from 5 to 6.30 p.m.:—

Overture..... French Comedy..... Keler Hele
Polka Mazurka..... Azalica..... Faust
Song..... Lied "Gute Nacht"..... Faust
Selection..... "The Belle of New York"..... Kuter's Kerker
Valse..... "Spanische Welsen"..... O. Fournier
Serenade..... "Rococo"..... E. Meyer Helmsund
God save the King.

It is reported that Mr. Rockhill, the U.S. Minister to Peking, intends to send a cable message proposing to station a U.S. Commissioner at Shanghai and Canton to inspect all Chinese going to the U.S. and if the Chinese is not a labourer to enable him to have privileges similar to other foreign visitors to the U.S. According to Northern papers, Mr. Rockhill cannot come to a satisfactory arrangement in the matter of the Chinese Exclusion Act. Peking will probably send a special envoy to Washington to negotiate.

THE Kiangnan Catholic Mission has experienced a heavy loss in the demise of the Rev. Father Augustin Colombel, S. J., who expired last week at Shanghai. He was for 37 years a missionary in China.

ONE of the eunuchs having the ill-luck to die after smoking a cigarette, the Empress Dowager arrived at the somewhat hasty conclusion that it was the little weed that was responsible, and she has strictly forbidden anyone to smoke cigarettes in the Palace. Another eunuch who endeavoured to point out the mistake of this order and the harm it would do to native industry has been handed to the Board of Punishment.—*P. & T. Times*.

THE Telegraph Department at Simla has issued a notification that the following reduced rates on telegrams to China via Bhamo have been brought into force. There are no reductions in rates to China via Moulmein or Madras.—From India to Amoy, Foochow, Hongkong, Shien-hai and the provinces of Chekiang, Fokien, Huanan, Kianghi, Kwangsi, Kwangtung and Kweichow, 13 annas per word from India, 11 annas from Burma.

A V Indian constable finding he had a somewhat obstreperous prisoner to deal with on the way to the station called out to a Chinese schoolboy to assist him, but instead of doing so the youth caught the constable's arm in such a way as to enable the prisoner to get free. The lad was charged before Mr. G. N. Orme this morning with aiding and abetting a prisoner to escape from lawful custody, and was bound over in the sum of \$500 to be of good behaviour for twelve months.

A S NEWIAT expensive ride in a tramcar was that taken by Tam Wing Fuk on Saturday evening. It cost him exactly 50 cents a yard. He boarded a tram at West Point, and, when asked for his fare, produced an old ticket. He had just ridden 50 yards when the car was stopped and Tam was arrested, and was taken to No. 7 Police Station, and there released on cash bail of \$25, to appear at the Magistracy this morning. He failed to put in an appearance and his bail was exonerated.

JOHN GRAY, an American, and Leung Yi Yi, both of Canton, were charged with being in unlawful possession of illicit opium. Gray stated that he had purchased the opium because he had got it cheap, and it was not for trafficking in, but for his own use. He was going to Macao when he was arrested. Mr. G. N. Orme said he must deal with him the same as with others; as ignorance of the law was no excuse. Gray was fined \$50, or three months, and Leung \$75, or one month.

ONCE again the dock at the Magistracy was graced with the presence of that periodical visitor and most notorious character "Paddy Doyle," who was arranged before Mr. G. N. Orme, on a charge of obtaining a "suit of white clothes by means of false pretences." "Paddy" said he wanted to go into the Home, but his clothes were so dirty that he asked the complainant's boy to give him the clothes, which the boy, all unsuspectingly, did, and immediately after he had had time to change his shirt, a detective had run him in. "His Worship said his appearances in the Court were far too frequent, and in this case he must go to three months' hard labour. If he was not more careful in the future he would probably find himself seated in the stocks, added his Worship."

IN these days when picture postcards and illustrated souvenirs of well-known cities are all the rage, it is satisfactory to note that the enterprising spirits of Hongkong are not at all inclined to lag behind the times. In this respect Messrs. A. Chee & Co. have proved that they are prepared to meet the popular demand by issuing a beautifully illustrated "Souvenir of Hongkong," a pictorial letter-card case, and a series of picture post cards which are unique in their way. We have received samples of these productions from Messrs. A. Chee & Co. and it is no figure of speech to say that they surpass anything that has been seen in this line in Hongkong. The "Souvenir of Hongkong" is a dainty and most artistic brochure, containing 21 photographs, each of which is a character sketch of Hongkong's life and environment. The photographs are remarkably clear and distinct, and to those who know nothing of life in the East they should come as a revelation. Even the people of Hongkong, whose eyes are fatigued by the numerous and unending beauties of the Colony will realise once again the many picturesque features which surround them. As a present and as a keepsake the "Souvenir" takes first place. Then there is the letter-card case, which is a new idea in Hongkong. With in the covers of what is practically a return post-card, there are eight photographs of scenes in Hongkong. The "pictorial letter-card," as it is called, passes through the post at the same rate as a letter. With regard to the picture post-cards, Messrs. A. Chee & Co. have an immense and entirely new stock of cards giving views of Hongkong, Canton, Macao and the West River. The pictures of Macao are particularly fine, and should be in great demand. These novelties are worth seeing; if only to realise the strides that are being made in photographic work. All are well printed, the "Souvenir" and letter cards, which are productions of the famous firm of photo-engravers, Messrs. Hood & Co., Ltd., Mid-Helmshurst, being works of art from cover to cover. The "Souvenir" is sold at 75 cents each; the letter-cards are 10 cents each, while the picture post-cards are ridiculously cheap at five and seven cents each. Special quotations for wholesale quantities of these articles may be obtained from Messrs. A. Chee & Co., who may be congratulated on their enterprise. We understand that "Souvenirs" of Canton and Macao are to be published in the course of a week or so, and as they are to be priced at 50 cents each the demand should be great.

SINCE Saturday at noon nine cases of plague have been notified. There were 25 cases last week. The total for the year is 212.

THE case in which the extradition of Tseng Pat is sought by the Chinese Authorities for armed robbery in Chinese territory under circumstances already recorded in these columns, was called on once more before Mr. F. A. Hazeland this afternoon, and remanded for one week farther.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 2nd July, 1905.

	Library	Museum
Non-Chinese	297	334
Chinese	112	1,553
Total	409	1,887

ALTHOUGH separated by 1,000 miles, Miss Mary Slaughter, of Bowling Green, Kentucky, and Mr. James Murrell, of Wyoming, were married by telegraph. There was a clergyman at each end of the wire. The bride was attired in a white wedding gown and the usual veil, and was accompanied by a number of friends. Mr. Murrell's regiment left for the Philippines, and his wife accompanied him.

It is understood that a joint company of Chinese and Japanese has been established to start a manufactory in Shanghai for the making of silk piece goods by machinery; the latter being brought from Japan. The capital of the Company is to be \$1,000,000 divided into 20,000 shares fully paid up. One of the conditions of the deed of joint partnership is that Japanese shall control the machinery and output, while Chinese shall have charge of the finances.

THE typhoon which threatened the Colony yesterday and sent junks and sampans helter skelter to Causeway Bay has entered the coast between Amoy and Swatow. Shortly before 6 p.m. on Sunday orders were issued to hoist the black cone top upwards and the black drum; and picnic parties who had not forgotten that the signal denoted a typhoon within the 30-mile radius were thankful when their launches bumped alongside of Blake Pier shortly afterwards. The threatened blow did not come and at 4.15 a.m. to-day orders were given to lower the ominous warning.

A LOST Darwin paper of recent date says:—We have seen a rough copy of the design for a banner which the Chinese residents propose to present to H.E. the Governor as a memento of his visit. The work will be done in Hongkong. The banner will probably be of red silk about 10 feet by 4 feet, richly embroidered in gold thread, and with artistic ornamentations. The lettering will comprise some appropriately expressed wishes in good old Anglo-Saxon, a Chinese motto in Chinese characters, and the names of 28 Chinese surnames as spelt in English. When completed the banner should form a handsome and unique presentation.

BLOOD and blasphemy was much in evidence in West Street yesterday in consequence of a bricklayer's acrobatic performance on the top story of a building nearing completion. Although the precise feat, with which he was entertaining his fellow-workers has not transpired, the fact is not disputed that he fell from the third storey, through the second and first floors, on the court yard below. His nose was bleeding profusely, and he was "blaspheming piously," added our reporter, "as he was led away by his friends to the 'Long Wah' Hospital where it was found that all that was necessary to put him right was three stitches in his nose. A hard nut with a coarse kernel."

ON Friday last we had to record the death of Constable Harding, and now we have to note another death in the Force—that of Constable George Parker, which took place somewhat suddenly at the Government Hospital last evening. During the afternoon the deceased took a tram-car ride out to Shaukiwan, with a comrade, and on his return to Central Police Station, about 3.30 p.m., he was suddenly taken ill, and it was deemed advisable to remove him at once to the Government Civil Hospital. The deceased expired at half-past seven o'clock without regaining consciousness. Deceased, who was a native of Manchester, was only 32 years of age, had previously served 12 years in the Marines, and left the *Argonaut* in this port in August 1903, and joined the Police Force. The cause of death is believed to have been heat apoplexy. The funeral takes place this evening at the Happy Valley.

NAVAL NOTES.

The Portuguese cruiser *Rio Lima* left for Macao this morning.

U.S.S. *Rambler* is under commission to go on a cruise of about six months round the coasts of Borneo, presumably on a surveying expedition.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 2nd at 5.55 a.m. Orders issued to hoist the Black Cone point upwards and Black Drum. The typhoon has entered the coast between Amoy and Swatow.

On the 3rd at 4.55 a.m. Orders issued to lower the Black Drum and Cone.

At 12.5 p.m. The barometer has fallen over the E. coast of China, and rises at the Formosa Channel stations and in Hongkong.

The typhoon which has been filled up considerably, is to the NW. of Foochow and moving Northwards.

Pressure, however, remains in considerable defect over the N. part of the China Sea and surrounding coasts.

Forecast:—Variable winds, light or moderate (1) lat.

SHADOWS OF COMING EVENTS.

PROSPECTIVE JAPANESE SHIPPING EXPANSION.

The struggle between the commercial nations of the world is likely to increase in intensity during the next two or three decades if some of the glimmerings of intelligence upon the subject which have reached the ears of a representative of this journal are borne out by subsequent events. The war has brought to the front the progressive elements among the Japanese, and although the strife is not yet ended the councilors of the Mikado are already anticipating the consummation of the happy event. A gentleman, who, for the present, desires to remain *incognito*, arrived in the Colony a few days ago, and when seen by a *Telegraph* man was pleased to furnish him with some interesting particulars in connection with the possibilities of Japanese shipping expansion immediately following the conclusion of peace. (When that is brought about the open door policy will be maintained throughout Manchuria and Korea, and according to our informant, Saghalien will be restored to Japan, and ports in the island opened to international trade.) The Japanese flag, however, must not be expected to be seen flying regularly in these waters in the near future. When hostilities cease the inevitable freight war will commence, and in that Japan will make a bold bid for a full share of the shipping. Germany is expected to be her most enthusiastic opponent; but Japan has no intention of cutting rates, as her expenses are identical with those incurred by British steamship companies, for although her crews were not paid so high, double the number of men had to be fed and accommodated. At the present time the Japanese companies have no intention of immediately despatching ships to India, being more desirous of expanding their business and placing the large number of vessels shortly to be placed at their disposal, on runs hitherto left to a few concerns. Their own ships will be released at an early date, and the Japanese Government intend handing over to the various shipping businesses of that country, at nominal rates, all the prize vessels taken during the war. The Japanese idea, continued our informant, is to have no regular line beyond Singapore, though in the rice season they may send vessels to Rangoon for that cereal, as it is expected that the former duty on it, which has so crippled the market, is to be withdrawn very shortly. The Japanese rice crops annually are more than sufficient for the requirements of that country, but the market price for the same in other countries is so good that they export nearly all of it and import rice from Rangoon, Bangkok and Saigon for their own use. Saigon, however, gets the largest share of this export business, as both Bangkok and Rangoon are so far away. It is believed that in the near future, Japanese steamers chartered to Chinese companies will carry the rice from those ports to Hongkong, where it will be transhipped to Japanese bottoms. After the war with China, the merchants of Japan felt the need for expansion, for they saw how, on every side, trade could be fostered and extended, and then the Government was approached on the subject of bounties, and so successfully that Japanese shipping greatly increased, and the companies built largely, and it is confidently expected that a similar condition of affairs will arise after the present war terminates, for the law of subsidies will not be repealed. It will, however, be some two or three years before the world witnesses Japanese mercantile marine expansion, for nearly one year will be busily occupied in returning to Japan the army and armaments from the seat of war. Docking, selling, buying, building, chartering, will then follow, and in the third year the business crisis will come, and Japanese ports will be full of fine vessels, ready to outbranch into new lines the old staple lines to Java, the Philippines, Straits Settlements, and China Coast ports being maintained as of yore. It is believed that the most important lines in the East to make Hongkong their headquarters. One Company has lately placed an order at home for a 15,000-ton steamer for a special line between Hongkong and San Francisco, and she will be the most up-to-date boat afloat, even carrying the Marconi apparatus, and supplying a daily newspaper, with the latest telegraphic news to the passengers en route. She will be built to carry both passengers and cargo, and will replace the *Nippon Maru* and the *Hongkong Maru*, which will probably be placed on the Hongkong-Manila line. These boats are eight years old, and have seven years more bounty still to run. It had been hoped that they might be placed to Bangkok, for rice, but it was found that the Norddeutscher Lloyd was so firmly established there that any attempt to cut in would be futile at present. It was curious to note, concluded this gentleman, that to India, all they have that Japan requires is jute and gunny, and this fact naturally militates considerably against extending their lines to India. "New enterprises cannot be carried down any more than running water can be stopped," added our informant, "and the victory of Japan over Russia, is an epoch in the life of the country, that any attempt to stop it will be suicidal to those making the attempt. The alliance between Great Britain and Japan, in like running water, against which some countries are striving to build dams and locks, but it is mere wasted energy—misdirected zeal."

SHIPPING AND MAILS.

MAILS DUE.

Canadian (*Empress of Japan*) 4th inst.
German (*Scholarship*) 4th inst.
German (*Darmstadt*) 5th inst.
Indian (*Loring*) 10th inst.
Canadian (*Atterton*) 18th inst.
The s.s. *Rio Daru* left New York on 21st ult., and is due here on 21st August.
The Glen Line s.s. *Glenlogan*, from London &c., left Singapore on 1st inst., and is due here on 6th inst.
The O. S. S. Co. & C. M. S. Co.'s s.s. *Oan* left Shanghai on Saturday at noon, and is due here to-morrow morning.
The Imperial German Mail s.s. *Darmstadt* left Shanghai via Foochow on Saturday at 10 p.m., and may be expected here on Wednesday.

TELEGRAMS.

[Reuter's.]

Prince Arisugawa in England.

LONDON, 30th June.
Prince Arisugawa in the evening attended a ball given by the Duke and Duchess of Westminster at Grosvenor House, at which the King and the Queen, and other Royalties were present.

AT THE MANSION HOUSE.

1st July.

The luncheon at the Mansion House to Prince Arisugawa was a brilliant function, 250 guests were present, including Lord Lansdowne, the Cabinet Ministers, Mr. Chamberlain, the chiefs of the Army and the Navy, bankers and merchants. The Lord Mayor, in proposing the health of the Mikado, said that no monarch was regarded with greater admiration, and that the progress of Japan was the marvel of our time. The Lord Mayor then welcomed Prince Arisugawa as the distinguished representative of an allied nation; he emphasized the bravery, the resource, the self-restraint and the devotion of the Japanese during the war. Prince Arisugawa replying in English received a great ovation; he thanked the Lord Mayor for his reception by the illustrious city, the heart of the nation to which Japan was allied both by treaty and national sentiment; he referred to his happy early days in England and concluded by saying "I am here as a channel by which Japan reciprocates your friendly sentiments and expresses sympathy with the whole of the British Empire." The Prince then conferred on the Lord Mayor, by order of the Emperor, the Order of the Rising Sun.

On arriving and leaving the Prince was greeted by a huge crowd with loud and enthusiastic cheering. Prince Arisugawa and the Prince of Wales were present last night at a dinner given by Mr. Hallour.

The Mutiny in the Russian Black Sea Fleet.

The *Kniaz Potemkin* has commenced to bombard Odessa. At 11.30 last night the transport *Verba* joined the mutineers. The naval seamen at Libau have mutinied and wrecked the barracks; the artillery and Cosacks were called out, and fighting ensued of which no details have yet been received. Four battleships, a cruiser, and four torpedo-boats have left Sevastopol with orders to sink the *Kniaz Potemkin*, if she refuses to surrender and then to restore order in the town. The American Consul has wired to Washington that the fleet has arrived at Odessa, and that the *Kniaz Potemkin* had surrendered without firing a shot.

Later.

The correspondent of the *Daily Mail*, wired, on the 1st instant, that in spite of the announcement made by the authorities, that the *Kniaz Potemkin* had surrendered, he is informed, on reliable authority, that she has been joined by the battleship *Georgi Pobiedonosets*; both these ships are now using searchlights in the harbour as if expecting to be attacked by the remainder of the squadron which is fifteen miles distant.

The mutiny at Libau has been quelled. There was no fighting at Odessa yesterday.

The Morocco Conference.

France has accepted the Morocco Conference.

Russian Cruisers.

The Russian cruiser *Trek* has been disarmed at Batavia.

The Straits Dinner.

Mr. Carnegie Brown, presiding at the Straits dinner, urged an adequate representation of Crown Colonies at the Imperial Councils; he said the Straits had a claim to be heard as it was their mission to maintain British supremacy in the eastern seas.

[M. C. D. News]

The Russian and Japanese Navies.

Tokio, 26th June.
The latest returns published by the Japanese Naval staff show that the original Russian strength, including the Second and Third Baltic Squadrons, was 410,224 tons. It now stands at 6,656 tons, including the vessels that have already left eastern waters. The Russian vessels sink total 25,700 tons, 44,485 tons, and disarmed 56,810 tons. The original Japanese strength was 274,181 tons. It now stands at 218,150 tons, the total tonnage of vessels sunk being 40,035 tons. The present strength is excluding the Russian prizes.

The Russian Retreat from Korea.

Tokio, 27th June.
The Russian main force has re-crossed the Tumen river from Korea, and is now encamped on the northern heights of Tsetautung and Yienfang where they have built pontons and are constructing semi-permanent defences. The Japanese advanced cavalry is already thirty miles beyond Kuangsoong.

Railway Progress in Korea.

Tokio, 27th June.
A Seoul report states that the Seoul-Fusan railway is transferring its head office to Seoul. This probably implies that preparations are on foot for a trans-Korean railway on the basis of the Seoul-Fusan, Seoul-Wiju railways.

Courtesies to the Wounded Admiral.

Tokio, 27th June.
Admiral Viscount Ito, Chief of the Naval Command Board, sent Captain Yamashita on 22nd inst. to Admiral Rozhdestvensky to inquire as to his well-being and express sympathy with him over his wound. Admiral Rozhdestvensky sincerely thanked Admiral Ito for the consummate skill of his surgeons and the very kind treatment he had received in hospital.

CHINESE LITIGANTS.

WAITING FOR A SHIP FROM NEWCHANG.

In the Court of Summary Jurisdiction, today—before His Honour Mr. A. G. Wise, Puisne Judge—the adjourned action of Leung Tak trading as Tak Shing Lung, bag dealer, 21 Talen Street, against the Yee Shun Wa firm, of 25 Hillier Street, came on for hearing. The plaintiff claimed \$167.33, being the balance of an account for goods sold and delivered to defendants.

Mr. R. A. Harding appeared for the plaintiff; Mr. P. W. Goldring represented the defendants. Mr. Harding said the case had been adjourned in order that the defendants might bring a cross-action, but no cross-action had been brought.

His Lordship—When are you going to bring a cross-action?

Mr. Goldring—Whenever I get the papers back from Newchang.

His Lordship—I don't see how you are to succeed. You have paid the amount claimed into Court.

Mr. Goldring—The money has been paid in, but that is not an admission of liability.

His Lordship—I adjourned the case because you said you were to bring a cross-action.

Mr. Goldring—But I have not yet got my information.

His Lordship—That is your clients' fault.

Mr. Goldring—No, it is not. It is simply due to the fact that the papers have not been sent to Hongkong yet. The goods were delivered but they were sent back.

His Lordship—What is the payment into Court an admission of liability?

Mr. Goldring—I understood your Lordship to say that if we paid the money into Court the plaintiff would be secured and we would get an adjournment.

His Lordship—I can only see that I must give judgment against you, but I have no objection to giving a stay of execution.

Mr. Harding—The whole reason for the adjournment was that a cross-action was to be brought.

His Lordship—I cannot wait until Mr. Goldring is ready to bring his cross-action.

After further discussion, Mr. Goldring said that he wanted to fight the two cases together, but the ship hadn't come in.

His Lordship—I have nothing to do with ships. If I give stay of execution for a reasonable time then you can bring your cross-action, and if you win—

Mr. Harding—We cannot have this case tried twice.

His Lordship—It seems to me that the cross-action is not a cross-action at all. It is a different claim altogether. I must give judgment against the defendants on this claim and allow a stay of execution for 14 days.

S. C. FARNHAM, BOYD & CO.

We learn that Mr. J. Johnston has instructed his legal adviser to take proceedings against Mr. Twentyman for the language used by him at the recent meeting of S. C. Farnham, Lloyd and Co., Ltd.—*N. C. D. News*.

We understand that the interjection "Rats," addressed to the chairman at the recent meeting of Messrs. S. C. Farnham, Lloyd and Co., Ltd., did not emanate from Mr. J. Johnston but from a shareholder who was sitting near him.—*N. C. D. News*.

Writing to the *N. C. D. News* on 26th ult., Mr. F. Anderson states:—

"In your report of the annual meeting of the Dock Company, in which I was unable to be present, the Chairman is stated to have referred in the circular letter of the 13th April addressed to the Directors as 'vindictive.' As one of the signatories of the letter in question I disclaim any other motive than legitimate criticism of the action of the Board in the important question of the sale of the undertaking. The value of the 'definite offer' which was submitted to the shareholders depended upon whether there were reasonable grounds for believing that a sixteen £1 shares in the new Company would be worth par after flotation; it is obvious that the future value of these £1 shares depended entirely upon an agreement as to the limitation of a further issue of ordinary or preference shares or of debentures, and the terms upon which such issue would be permissible.

It is clear that without an agreement in this sense the purchasing syndicate might have rendered the new £1 shares of little or no value. Before taking the responsibility of submitting the scheme to the shareholders the Directors ought to have safeguarded this elementary point, or to have made it plain that they had not done so. They apparently took neither course; the Chairman stated that after months of negotiation it seemed to the Directors that the final offers left very little room, if any, for a return on the original shares.

It was the precipitate action of the Board in submitting a crude scheme which was adversely criticised, and not the general management of the Company, which has given a return to the shareholders for many years of which the Directors may be proud. In the future, further questions of a non-technical character affecting the Company's welfare may arise; changes in the management are inevitable sooner or later; at present the Board of Directors have practically the power of electing their successors; under these circumstances it is surely worthy of consideration whether it is in the best interests of the Company this arrangement should be permanent, even after the retirement of the men who have made the Company; or whether the basis of representation on the Board should not be extended. In any case there seems to be no reason why the suggestion should be looked upon as hostile to the present Directors.

A DISSATISFIED INVESTOR.

CHINESE THRIFTINESS.

In the Court of Summary Jurisdiction, today—before His Honour Mr. A. G. Wise, Puisne Judge—an action at the instance of King On Tong alias Tse Koon Tsau, 8 Connaught Road against the Hung Lee firm, trading as ship chandlers at 39 Des Voeux Road, was heard. The plaintiff claimed the sum of \$500 from the defendants, being the amount of share money repayable on 7th June 1905 under an agreement signed by the defendants in March, 1905.

Mr. R. A. Harding appeared for the plaintiff and Mr. O. D. Thomson represented the defendants.

In opening his case, Mr. Harding stated that in September last, the plaintiff invested the sum of \$500 in the defendant firm. No partnership agreement was signed; no term was fixed—it was a partnership of will, and the plaintiff applied in due course for a balance sheet. He did not get it and subsequently he attended at the defendants' shop and saw the partners in the firm. He gave notice that he desired the return of his \$500. There was a discussion, which finally resulted in the drawing up of a document—which was signed by the managing partner—under which time was given for the repayment of the money. The money and had not been repaid, however, and this action was taken.

The plaintiff related how he had been induced to take a share in the defendants' business. When he attempted to get a look at the partnership book, and asked for a statement of affairs various excuses were offered him, and eventually he decided to withdraw his share. He met the partners in conference and they said they would take over his share, and repay him his money. When the day arrived on which the money should have been paid he sent a registered letter addressed to two members of the defendants' firm and had received a receipt showing that the letter had been delivered.

Mr. Thomson said the defendant firm knew nothing about the letter in question.

In cross-examination, the witness stated that he was engaged by the King On Tong to buy miscellaneous goods in the Kwangtung province.

How long have you been employed in this capacity?—Three months.

And how much have you drawn?—Nothing yet.

What were you before you took up this business at which you work for nothing?—A pawnbroker in the country.

And how much did you make at that?—\$5 a month.

You were employed for how long?—Several years.

Where did you get the \$500 from?—I brought it with me out of the country. I got it from my father who died some years ago.

How much did your father leave?—About \$30,000.

How much did you get?—\$6,000.

And have you still got it?—Yes.

All of it?—Yes.

When did your father die?—Ten years ago.

And this \$500 was out of the \$6,000 which you got as your share?

The witness proceeded to explain that the estate had not yet been divided. They had kept the money together in the pawn shop. The \$500 was money he had got from the annual division of the profits.

Case proceeding.

FUNERAL OF A NAVAL YARD MAN.

This morning, by the kind permission of the Commodore, special leave was granted to all the Europeans employed in the Naval Yard, who could possibly be spared from duty, to attend the funeral of their deceased colleague, James Odoire, blacksmith, who died yesterday, of typhoid fever, at the Naval Hospital. Mr. Odoire, who was an attendant at the Wesleyan Church, Wanchai, was taken ill on the 25th ult., and went into hospital on Wednesday. Great sympathy was felt by all Departments, for the deceased, who had been in the Colony only three months, had by his quiet demeanour and sociable ways, endeared himself to all with whom he came in contact. He was a violinist of no mean order and a good singer. The funeral arrangements were undertaken by his colleagues and there assembled at the Hospital gates this morning the following officers and men as representing the several Departments:—

Chief Constructor's Department:—Mr. P. E. Miller, assistant constructor; Inspectors W. Milne, J. Jones, W. J. Hoskins, T. Stevens, A. E. Rogers, F. George C. Bateman, and E. J. Philpott; Chargemen, etc. D. Cameron, W. Pope, G. Rees, J. Morley, S. Stedman, J. Doye, J. Buisson, E. Wilkinson, O. Bagge, H. Puncher, E. Rogers, H. Shopland, W. Joffe, J. MacCann, and Chinese No. 1. Ah Wan. Chief Engineer's Department:—Inspector F. E. Wilkins; Chargemen, etc. E. W. Steadman, A. T. Godfrey, W. Flood, G. E. Glover, D. Laing, T. Bayley, A. Kernish, J. Hutcheson, and E. Davenport. Electrical Engineers:—Inspector W. Brandford, W. Pellow. Naval Store Dept.:—Messrs. W. Cotton, J. Cole, A. Clayton and W. J. Lewington. Victualling Store:—Messrs. A. Rowley, J. Knight and H. Warrington. Ordnance Dept.:—Messrs. J. Gimblett and W. C. Armstrong. Naval Yard Police:—P.C.F. Bacon. Surgery:—Mr. O. Halloran. Writing Staff:—C.C. Mr. J. Ferris, C.E. Mr. G. Badcock, E.A.O. Mr. B. Palmer, N.S.O. Messrs. J. P. Hedger, E. T. Thwaites, D. Bowen, N. Davey, and C. W. Finch.

The coffin, which was covered with the Union Jack, was placed on a gun-carriage and drawn to the Happy Valley by deceased colleagues. The Rev. C. Bone conducted the service. Beautiful wreaths, crosses, and banners of flowers were placed on the grave and bore expression of sympathy from the following:—Commodore C. Gamblett, Dicken, H.M.S. *Tenby*; C.C. Dept., C.E. Dept., N. Store Dept., Boiler-makers (2), N.S.O. Writing Staff, Naval Yard Petty Officers (2), Naval Yard Police, V.S. Dept., Chinese workmen smithery, Mr. J. A. Dove, A. J. Almeida, and P.C. F. Bacon. The coffin bore the simple inscription:—James Odoire, died 2nd July, 1905, aged 30 years.—Contributed.

THE CRUISER "SULLY."

Members of the salvage party arrived in Hongkong on Saturday, from the scene of the stranding of the French cruiser *Sully*. They still express themselves as most sanguine regarding the ultimate floating of the vessel. Notwithstanding the rough weather lately experienced in the Bay of Along, the position and condition of the cruiser has been in no way affected, and given a continuance of the present fine weather the salvage experts believe they will be able to re-float her. Additional help is to be sent from the salvage steamer *Heracles*, and an effort will be made to dynamite the rock which has pressed the *Sully*.

We are further informed that both Mr. Jack and Mr. Gründeliss, the engineer associated with him, are returning to the *Sully*. The ship has weathered some very bad storms without shifting her position at all, and it is thought that nothing but an exceptionally fierce typhoon can affect her now. During all the time she has lain on the rocks she has not weakened in any part but lies as firm and as steady as at first, and with the blasting operations below, and the patching inside, and with extra powerful pumps to keep her free of water as the rock is blasted away from her, it is hoped that, with the aid of the confederates, she will at length be finally raised and placed in safety. But as all this work takes time, and weather conditions have to be reckoned with, it is not expected that the task confronting the salvage party will be completed before the early days of September.

SHIPPING JETSMAN.

Messrs. Butterfield and Swire have opened a new steamer service with the company's steamer *Shahik* in the Poyang lake from the 18th ult.

Thus the *Dangkoh Tim*:—The *Pair of Lenz* has arrived at Koh-si-chang. She stuck on the bar, first of all, going out of the river, and the crew chorled in unsholy anticipation. Then the tug broke down, and the crew laid down and waited for things to happen. Things didn't, however, and now they are at the island, where they say the barque may remain till Doomsday for all the work they will do. They flatly refuse to go further to sea in her till their grievances are redressed.

TIED OF LIFE.

At about 9 a.m. yesterday, says the *Shanghai Mercury*, of 27th ult., William Cresswell Ramsay, a master mariner, engaged a sampan at the Hongkew Bridge and gave instructions to the helmsman to go to Pootung. When about half way across the river Ramsay suddenly jumped to his feet and before the sampan man could prevent it he had leaped overboard into the muddy waters of the Huangpu. Fortunately, however, Captain J. Kirk, of the tug *Sin Fu Yuen*, saw the affair, and with some assistance he hurried to the spot and picked up the drowning man and had him conveyed on board the *Shun Fung*. The doctor of the S.M.S. *Vaterland* fortunately saw the occurrence also and hurried to attend the man and after bringing him to his senses, the doctor ordered his removal to the General Hospital where he was taken by the police. He is still at the hospital but is a few out of danger.

LAND AT CAUSEWAY BAY.

This afternoon at the offices of the Public Works Department, by order of H. E. the Governor, the letting by public auction was put up for sale of one lot of Crown land at Causeway Bay, for a term of 75 years, with the option of renewal. This lot is registered as Inland Lot No 1712 and is situated near the Shaukiwan Road. It contains 2,830 square feet, carrying an annual rent of \$38. The upset price was \$846.

There was no competition, and the property was knocked down to Tsui Tung Li for \$866, or \$20 above upset price.

It is understood that this lot has been purchased with a view to the extension of the purchaser's soy factory, situated on the adjoining lot.

It is said that rice-crop conditions all along the Petchabury railway line near Bangkok are favourable this year. Ploughing is everywhere in full swing. Similar reports come from most of the districts around Bangkok.

COMMERCIAL.

Advices from Shanghai, dated 28th ult., state:—Business reported.—China Traders at \$68 for Oct. Indo-China: at Tls. 70 for July. Farnham, Indo-China: at Tls. 145 for Sept. Internationals at Tls. 39. Laos-Kong-Mow at Tls. 47 for July. Langkats at Tls. 217½ cash, and at Tls. 220½ for July, and at Tls. 222½ for Sept., and at Tls. 224 for October. Water-works at Tls. 420. Astors at \$113. Business done, direct:—Farnham, Boyds at Tls. 144 for July, at Tls. 145 for Sept. Hongkong Lands at \$115 cash from Hongkong. Ewos at Tls. 41½ cash, and at Tls. 42½ for Aug. Soy-ches at Tls. 160. Langkats at Tls. 210 for July, and at Tls. 215 for November.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	1/10 7/16
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 1/2
America—Bank T.T.	2/35
America—Bank T.T.	451
Germany—Bank T.T.	1/91
India T.T.	1/139 1/2
Do. demand	1/140
Shanghai—Bank T.T.	7/1
Japan—Bank T.T.	91 1/2
Yokohama—Bank T.T.	112 1/2

Buying.	
1 months' sight L/C.	1/10 1/2
3 months' sight L/C.	1/10 1/2
10 days' sight San Francisco & New York	46 1/2
1 months' sight	46 1/2
30 days' sight Sydney and Melbourne	1/11
1 months' sight Sydney and Melbourne	1/11
1 months' sight France	1/38 1/2
1 months' sight	1/38 1/2
1 months' sight Germany	1/95 1/2
Bar Silver	26 1/2
Bank of England rate	2 1/2
Sovereign	10.63

OPIMUM QUOTATIONS.	
Today's quotations are as follows:—	
Malwa New	1,140
Old	1,130
Older	1,120
Oldest	1,110
Patna New	1,112 1/2
Patna Old	1,100
Patna Older	1,080
Patna Oldest	1,070

Today's Advertisements.

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to subscribe for the next RACES will oblige by at once sending in their names to the Undersigned.

T. F. HOUGH,
Clerk of the Course.
Hongkong, 3rd July, 1905. [711]

JUST UNPACKED.

A CONSIGNMENT OF THE WELL-KNOWN PLASMON BISCUITS. They contain 20 per cent. of Plasmon and are more easily digested and afford greater nourishment and sustenance than any other. Plasmon raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties:—

SWEET, PLAIN (UNSWEETENED), WHOLE- MEAL, AND CEREAL.

H. RUTTONJEE,
Hongkong and Kowloon.

Hongkong, 3rd July, 1905. [58]

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 75.

IRON, WOODEN AND TAISHEK BARRIERS, WIDENING OF CHANNELS THROUGH.

NOTICE is hereby given that the Channels through the IRON and WOODEN BARRIERS in COLLINSON REACH and TAISHEK BARRIER in BLENNHEIM PASSAGE, have been widened and deepened as follows:—

IRON BARRIER, 420 feet of the Central Section of its Northern end have been removed, leaving a passage of 170 feet in width, with a depth of 16 feet at low water of Spring Tides.

WOODEN (OR BRIDGE) BARRIER. The entire barrier has been removed and all obstructions cleared to a depth of 16 feet at low water of Spring Tides.

TAISHEK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tides of 12 feet on its Northern side, gradually decreasing to 10 feet on its Southern side. The Northern side of the Channel is marked by two beacons each bearing a Red shape and showing a Red Light by Night; and the Southern side by a Black Conical buoy surmounted by a Green Light at Night.

J. HOWELL MAY,
Harbour Master.

Approved:
F. J. MAYERS,
Acting Commissioner of Customs.
Customs House,
Canton, 1st July, 1905. [700]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignee's risk and expense.

Cargo remaining on board after the 6th instant, after a P.M., will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 3rd July, 1905. [715]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship "PALMCOOTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock, Noon, the 4th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 3rd July, 1905. [711]

Intimations. ROBINSON PIANO COMPANY, LD.

THE PUBLIC MAY RELY
IMPLICITLY ON GETTING
FROM US
PIANOS
OF THE
HIGHEST CLASS

EMBODYING THE VERY BEST
MUSICAL AND WEARING
QUALITIES,
AT
MODERATE PRICES.

OUR CLIENTS HAVE THE
ADVANTAGE OF OUR
30 YEARS' EXPERIENCE AS

EXPERTS,
DEVOTED
EXCLUSIVELY
TO THE PIANO TRADE.

WE ARE BY FAR THE
LARGEST IMPORTERS
AND
MANUFACTURERS

IN CHINA, AND STOCK THE
GREATEST VARIETY
OF MAKES.

Hongkong, 8th June, 1905. [521]

THE "BURLINGTON."

CHARGES FOR DRESS-MAKING:—

BLOUSES
From \$3.50 each.

SKIRTS
From \$4.50 each.

PERFECT FIT
GUARANTEED

SANDOW IN SINGAPORE

BAY VIEW HOUSE, MACAO.

SITUATED at the most Charming Part of Macao's Famous Beach, has just been opened for the public and, for the benefit of HOWKONO VISITORS, who travel to this Delightful Resort.

BATHING PARTIES, and indeed every Holiday Seeker on pleasure bent, will find all their wants supplied at BAY VIEW HOUSE.

MORNING TEAS, BREAKFASTS

AN INTERVIEW.

Eugen Sandow is a most interesting man to meet. He arrived in Singapore this morning accompanied by Mrs. Sandow and is staying at Raffles Hotel, says the *Straits Times* of a Friday. His show will open on Tuesday next and the pupils who accompany him are due to arrive on Monday morning. The show will be housed in an immense tent to be erected on Raffles Reclamation, calculated to seat no less than 8,000 people. In India Sandow has met with remarkable success. Every night while he was showing in Bombay and Madras the big tent was entirely filled. In Penang business was not so good, but in Singapore there can be little doubt that he will meet with all the support that he deserves.

Of course the method of physical culture advocated so successfully by Eugen Sandow is so well known that it hardly requires to have any comment made upon it at this stage. But it is curious to think that Eugen Sandow when one sees him in his conventional everyday dress is just a medium-sized citizen with no more outward semblance about him than a ruddy complexion and a healthful look convey. The tent in which his show will be held is an immense construction made in Bombay to meet the requirements of the thousands of people there who desired to see this monarch of physical culture. It will arrive in Singapore on Monday next from Penang by the *s.s. Kistna* and will be erected on Raffles Place.

When interviewed by a representative of the *Strait Times* this morning, Mr. Sandow very kindly volunteered a lot of information about the system of which he is the apostle. The first question that naturally occurred to the interviewer was whether the Sandow treatment of physique was applicable as much to Eastern lands as it is to Europe. For an answer Mr. Sandow said: "I will tell you a drinker? No, and at the same time he proffered a cigar (which was accepted and the cigar duly smoked), was, somewhere about delightful medium of the "Claro" which one can smoke right down to the butt and be sorry about throwing away."

"But, Mr. Sandow," said the writer, "I am very much surprised to see you smoking—aren't you having a drink too?" (The nature of the drink shall not be mentioned but the newspaper man's one was the modest steinagh with which he is wont to treat his friends). However, Mr. Sandow said nothing except laugh at the idea that a man could not smoke or take a drink and yet keep his figure in the ideal condition.

"What?" he said, "is the trouble in the East is that people think they can smoke and drink (even moderately) without taking exercise, and when they do so they speedily find, out, their mistake. It is only the man who refrains from exercise who suffers from liver and its attendant troubles."

Which must be a source of considerable perturbation to the local teetotal societies!

"Well about liver," Mr. Sandow, "what do you think is the reason that nearly all residents in the East suffer from ailments allied to that part of the anatomy?"

Mr. Sandow's reply to the query was very characteristic in this sense that it was not a reply at all. It was like a Scotsman's answer to an inconvenient question. He responded by asking another. He said "What is the reason of liver?" and then he proceeded to expound to the innocent newspaper man what the reason was. We were sitting at a marble-topped table in Ruffin's verandah and the palms were blowing outside and the shipping in the harbor could be seen lying snug at anchor. The

Stengah was pleasantly cool and the morning was very hot, and when Mr. Sandow put the question in the style that he did, it made the writer feel extremely uncomfortable. He saw visions retrospectively of mornings when he would have taken ten minutes at his Sandow's Dumbbells, Mr. Smedley and Wain, and lifted! And when Mr. Sandow said "and to do" the matchbox from the table for the purpose of proving what muscles could be used in such an apparently simple process, the scribe nearly fainted in his trepidation. The matchbox was lifted but before it was taken up from the table surface I was told that I had to imagine that it was not an ordinary box I had in my grasp but

the weight of 100 lb. and without any word of life the strain on the muscles of my forearm when I lifted the box from the table when I concentrated my mind upon the fictitious fact that I was lifting a heavy weight, was "such as to make my arm ache yet not as," write these lines. The thing probably weighed it no more than about four ounces. "Mr. McKenzie of the Dispensary, with his chemical exactitude, would possibly have put it down at 12, 5 drachms. But at the same time it felt to me every ounce that Mr. Sandow told me to imagine it was.

"And there," he said, "you have the whole secret of liver."

Without going into detail, Mr. Snodow's opinion, based upon a life-long experience and study of the subject, may be summarised into a few lines:—"No man need ever suffer from liver even in the East if he follows my instructions. But these instructions imply that a man must concentrate his mind upon what he is doing with a thought that every movement that he is making with the dumb-bells has got to have a certain definite effect upon a certain part of his anatomy."

"Then," I said, "do you mean to tell me Mr. Sandow, that my morning exercise of dumb-bells is of no use to me because I look upon the exercise as a duty, and go through it simply with the idea that it has to be got over—like a duty unpleasant but unavoidable?"

Mr. Sandow replied by asking me to contract the muscle of the forearm and when he had felt it he said; in what appeared to me to be a somewhat unkind and disparaging way, "Well, you have not got much muscle left," but he corrected himself and added "I mean you have not taken means to keep it up."

The obvious reply was that I was taking exercise, what I thought it to be sufficient physical exercise every morning to keep me physically fit for "But," was Mr. Sandow's reply, "I can tell you that when you do take that exercise you do not concentrate your mind upon it."

Again I suggested to Mr. Sandow that there were many people in Singapore who had followed up his system to a certain point and were unable to proceed further for the lack of a teacher. What of these men? Would he give them the instructional advice or would he adhere to his policy of giving no personal instruction.

Mr. Sandow repeated that he could give no private instruction because he had no time to do it. But he was perfectly willing to give slides to pupils either by book or by personal tuition. Any guidance that lay in his power to do it was not possible any correspondence through the post would receive every attention.

[Continued on page 21.]

Continued on page 71

TIFFINS, AFTERNOON TEAS, and DINNERS can be supplied to any number

On SUNDAYS Meals served a *la carte* from 11 A.M. to 9 P.M.

Only the Finest Brands of WINES and LIQUEURS will be kept in stock.

LIGHT REFRESHMENTS of every description, including ICES, may be had at the lowest prices.

After one trial of the fancy fare at BAYVIEW HOUSE, you will be loth to return to Hongkong.

TELEGRAPHIC ADDRESS: "BAYVIEW" MACAO

Macao, 7th June, 1905. [6]

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Coch
China, Ceylon, India and the Far Ea
generally

A daily newspaper with weekly editions published for despatch by the homeward mail. The daily is recommended as more general

A special feature is made of full and accu

its reports of local occurrences, and of matters of general interest.

MANILAYUENSANG* ...FRIDAY, 7th July, 4 P.M.
SINGAPORE SIBIRANAL SAMARANG OUTRANS

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community. It is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively display

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement with

any effective style of type will be adopted

DOMESTIC OCCURRENCES

Notices of Births, Deaths, and Marriages
for each insertion in the Daily and Weekly

CONTACT ADVERTISEMENTS

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than

Unless otherwise specified all advertisements

nded

JOBGING DEPARTMENT.
Job Printing of all descriptions undertaken.
PROGRAMMES
PAMPHLETS.

RECEIVED
CIRCULARS

JOBGING DEPARTMENT.

EXPRESS
All job printing is done under European

supervision, well turned out, free from error

Job Printing of all descriptions undertaken

THE HONGKONG TELEGRAPH
OFFICE

Estimates given for all classes of work on applications to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, Leung House Road

1. History

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OCEANIC,"

Captain Courlet, will be despatched for MARSEILLES on TUESDAY, the 17th July, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOURANE*.....25th July.
S.S. *TOKIN*.....8th August.
S.S. *ARMAND BEHIC*.....22nd August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th June, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 15th July,
at Noon, taking Passengers and Cargo, for the
above Ports in connection with the Company's
S.S. *Marmora*, 10,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*,
due in London on the 27th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 1st July, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Pleades</i> ...	3,755	F. G. Purinton	At July 12
<i>Shawmut</i> ...	9,665	E. V. Roberts	July 20
<i>Tremont</i> ...	9,665	T. W. Garlick	Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th June, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION,
Hongkong, 16th May, 1905.

To Let.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905.

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CENTRAL.

First Floor, No. 12, QUEEN'S ROAD, CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S ROAD, CENTRAL.

Apply to—

S. BISNEY.

Hongkong Hotel.

Hongkong, 8th June, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in

Garden Road, near the Ferry, with Fine

Bright and Airy Rooms. GAS and ELECTRIC

BELLS laid on. Commanding fine view of the

Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,

No. 5, D'Aguiar Street,

37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy

Town.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 27th June, 1905.

TO LET.

No. 12, KNUFSFORD TERRACE,

KOWLOON.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 4th May, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
Gasoline
Lamps of all
descriptions
from the best
makers.

Incandescent
Manifolds,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and
Gas Lamps
at the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,
55, Lyndhurst Terrace.

Hongkong, 16th November, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ £1,000,000 \$38,000,000 \$250,000	\$1,493,408	Div. of £1.10 and bonus of £1 @ ex- change 1/11 9/16 = \$25.46 for second half-year 1904	5 1/2 %	\$385 London 284 \$37 buyers
National Bank of China, Limited	99,925	£7	£5	{ \$200,000 \$1,400,000 \$1,739	\$41,768	\$2 (London 3/6) for 1903	5 1/2 %	\$320 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$950,000 \$151,992 \$362,566 \$371,445	\$150,494	\$17 for 1903	5 1/2 %	\$75
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$1,800,000 \$1,850,000 \$1,850,000	Nil.	\$4 for year ended 30.4.1904	6 %	Tls. 82
North China Insurance Company, Limited	10,000	£15	£5	{ \$1,800,000 \$1,850,000 \$1,850,000	Tls. 217,119	Interim of 7/6 1904	8 %	\$695
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$1,800,000 \$1,850,000 \$1,850,000	\$2,078,997	\$35 for 1903	5 %	\$1724
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,800,000 \$1,850,000 \$1,850,000	\$486,284	\$12 and \$3 special dividend for 1903	8 1/2 %	\$387 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	{ \$1,800,000 \$1,850,000 \$1,850,000	\$329,047	\$6 dividend & \$1 bonus for 1903	8 1/2 %	\$3021
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,800,000 \$1,850,000 \$1,850,000	\$360,372	\$34 for 1903	11 1/2 %	\$21
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$1,800,000 \$1,850,000 \$1,850,000	\$8,832	\$1 for 1904	4 1/2 %	\$351 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,800,000 \$1,850,000 \$1,850,000	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$27 sales
Hongkong & Macao Steamship Co., Ltd.	20,000	\$15	\$15	{ \$1,800,000 \$1,850,000 \$1,850,000	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$96 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £2,000,000 \$1,800,000 \$1,850,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	5 1/2 %	Tls. 61 sales Tls. 50 sales 22/- sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 4,000,000 £4,000,000	Tls. 43,762	{Tls. 24 final making Tls. 44 for 1904 Tls. 14 final making Tls. 34 for 1904 Interim of 1/- (Coupon No. 5) for 1904	7 1/2 %	\$35 sellers \$27 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £4,116 \$1,800,000 \$1,850,000 \$1,850,000	£58,522	{Tls. 24 final making Tls. 44 for 1904 Tls. 14 final making Tls. 34 for 1904 Interim of 1/- (Coupon No. 5) for 1904	7 1/2 %	\$35 sellers \$27 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$24,217 \$400,000 \$31,075 \$130,113	\$929	{Tls. 24 final making Tls. 44 for 1904 Tls. 14 final making Tls. 34 for 1904 Interim of 1/- (Coupon No. 5) for 1904	5 1/2 %	\$1378 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	{ Tls. 120,000 Tls. 276,579	\$21,231	\$10 for 1904	8 %	Tls. 30
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 276,579	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	11 %	\$214 sellers \$31 sellers Tls. 71 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$385,987 \$1,000,000	\$42,812	Final of \$15 making \$20 for 1904	9 1/2 %	Tls. 8 sales £3 17/8
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000	\$85,987	\$3 for 1897	9 1/2 %	\$6 buyers
Penk Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 1,635	Tls. 24 for year ending 30.6.04	3 1/2 %	\$490
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £40,000 £7,820 G. \$67,093	£4,000	No. 3 of 7/6	5 1/2 %	\$140 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	{ none	G. \$67,093	50 cents making G. \$1 for 1904	5 1/2 %	\$33
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873	£4,029	No. 12 of 1/- = 48 cents	...	\$490
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	{ Fcs. 251,337 Fcs. 1,529,652	Fcs. 8,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$375
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904	9 1/2 %	Tls. 140 buyers
Penwick (Geo.) & Co., Limited	6,000	\$25	\$25	{ \$70,000 \$38,473 \$10,000 \$300,000 \$250,000 \$33,500	\$8,577	\$3.75 for 1904	11 1/2 %	\$33
HONGKONG & KOWLOON WHARF AND GODOWN CO., LD.								
Hongkong & Whampoa Dock Company, Ltd.	60,000	\$50	\$50	{ \$10,000 \$300,000 \$250,000 \$33,500	\$498,289	\$24 for year ending 30.6.1904	5 1/2 %	\$194 buyers
New Amoy Dock Company, Limited	12,000	\$100	\$100	{ \$60,000 \$55,500	\$489	\$6 dividend and \$1 bonus for 2nd half- year 1904	7 1/2 %	\$270 buyers
Riley Hargreaves & Co., Limited	6,000	\$60	\$60	{ \$15,500	\$40,936	\$20 for 1903	7 1/2 %	\$18 sellers
SHANGHAI AND HONGKONG WHARF COMPANY.								
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	{ Tls. 48,210 Tls. 59,880 \$2,100,000 Tls. 17,300	Tls. 10,711	\$20 for 2nd half year making \$26 for 1904	7 %	Tls. 175 sales
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	{ \$2,100,000 Tls. 2,762	\$206,645	Tls. 18 for 1904	9 1/2 %	\$375
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,300	Tls. 2,762	\$24 for year ending 30.6.1904	8 %	\$314 buyers
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ none Tls. 34,000 Tls. 8,000	\$9,989	\$24 for year ended 30.6.1904	8 %	\$214 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 100	Tls. 100	{ Tls. 34,000 Tls. 8,000	Tls. 805	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 135 sales
Central Stores, Limited	6,000	\$15	\$15	{ \$12 \$12 \$12	\$1,502	Final of 60 cents making \$1.80 for 1904	8 1/2 %	\$21 sellers
Do. (Founders)	173	\$15	\$15	{ \$20,000	\$1,502	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	{ \$74		Preferential of 7 per cent for 1904	7 %	\$74 buyers
HONGKONG HOTEL COMPANY, LIMITED								
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 %	\$142
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$320,000 Tls. 7,202 Tls. 20,986	\$37,875	Final of \$6 making \$12 for 1904	10 1/2 %	\$115
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 35 Tls. 20,986	Tls. 7,202	Tls. 24 for the year ending 31.3.1905	13 %	Tls. 19 sales
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000	\$1,958	Interim of \$4	7 %	\$105
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$200,000 \$50,000	\$1,958	90 cents for 1904	7 %	\$124 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none	\$377	\$3 for 1904	7 1/2 %	\$40 sellers
SHANGHAI LAND INVESTMENT COMPANY, LIMITED								
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 828,813 Tls. 170,000	Tls. 40,666	{Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	6 1/2 %	Tls. 121 buyers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none	Tls. 670	Tls. 5 for 1904	10 1/2 %	Tls. 47 sales
Tientsin Land Investment Company, Limited	7,736	Tls. 100	Tls. 100	{ Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	10 1/2 %	Tls. 120 sales
Wei-hai-wei Land and Building Company, Limited	3,754	Tls. 25	Tls. 25	{ none none	Tls. 5,750	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$1,247	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$54
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	6 1/2 %	Tls. 41 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$164 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 1/2 a/c 1898	...	Tls. 40 buyers
Laou-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	Tls. 10,000	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 473 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	{ none	Dr. P. 2,584	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	{ none		Final year	...	\$94 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
Anglo-German Biscuit Company, Limited	4,000	\$100	\$100	{ none		First year	...	\$125 sellers
Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ none	£1,181	6d. per share for 1903	5 1/2 %	\$54 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$8,000	\$1,181	\$3 for 1904	8 1/2 %	\$56
China-Borneo Company, Limited	60,000	\$12	\$12	{ none	Nil.	\$1 for 1904	8 1/2 %	\$12 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000	Tls. 718	\$1 for 1904	8 1/2 %	Tls. 64 sales
China Light and Power Company, Limited	30,000	\$10	\$10	{ \$8,000	\$3,739	None	...	\$81 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$17 sellers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$112,500	\$2,706	\$14 for year ending 31.7.1903	7 1/2 %	\$100
Traders and Neave, Limited	4,500	\$50	\$50	{ \$400,000 \$500,000 \$186,000	\$95,054	\$5 div. and \$2 1/2 bonus for 1903	7 1/2 %	\$264
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000	\$95,054	\$2 for 1904	7 1/2 %	\$27 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$6,188	Final of \$2 1/2 making \$2 1/2	9 1/2 %	\$270 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	{ £25,394 £3,500		£1 div. and 2 1/2 bonus for 1904	7 %	\$174
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none	\$1,747	{£100 for year ending 30.4.1904 50 cents	5 1/2 %	\$114 sellers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	{ \$2,706	\$2,706	\$15 for year ending 30.11.1904	7 1/2 %	\$212 buyers
Hongkong Ice Company, Limited	7,250	\$100	\$100	{ \$50,000	\$5,356	Final of \$13 making \$17 for 1904	7 1/2 %	\$242
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$25	\$25	{ \$60,000	\$1,137	\$10 for 1904	7 1/2 %	\$12 buyers
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$15,000	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	12 %	\$16
Kats Brothers, Limited	10,000	\$100	\$100	{ \$475,000	\$3,400	\$8 for 1904	6 %	\$131 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ \$475,000	\$3,400	Interim of \$5	7 1/2 %	\$145 buyers
Maatschappij tot Mijn- en Landbouwen plaatende in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 528,210 Tls. 104,465	Tls. 358,449	2nd quarterly of Tls. 4, paid 15.6.05 mak- ing 50 for Tls. 124 for 1904	16 1/2 %	Tls. 210 sales
Maynard and Company, Limited	3,400	\$10	\$10	{ none	Dr. Tls. 117,638	\$2 for year ended 31.10.1904	9 %	\$25
Mondon, (E. L.) Limited	7,600	Tls. 50	Tls. 50	{ none	\$832	Tls. 5 for 1904	...	Tls. 25
Moutrie & Co., Limited	4,000	\$50	\$50	{ \$50,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 115,000 Tls. 18,172	Tls. 8,011	Final of Tls. 5 making Tls. 8 for 1904	7 %	\$1223 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000	Tls. 10,247	\$1 for 1903	6 1/2 %	Tls. 823 sales
Shanghai Tulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904	8 1/2 %	Tls. 120 buyers
Shanghai Waterworks Company, Limited	7,000	£20	£20	{ Tls. 170,000	Tls. 17,220	Final of 27/6 making \$2 1/2 for 1904	4 1/2 %	Tls. 450 buyers
Singapore Dispensary, Limited	2,000	\$50	\$50	{ \$20,000	\$1,769	\$24 for year ended 31.7.1904	7 1/2 %	\$80 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	Dr. \$5,668	None	...	\$25
Team Laundry Company, Limited	5,000	\$5	\$5	{ \$6,644	\$2,644	60 cents for year ended 31.5.04	7 1/2 %	\$8 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	{ \$700	\$700	\$10 for year ending 31.5.04	7 1/2 %	\$74 buyers
Straits Trading Company, Limited	2,000	\$100	\$100	{ \$35,000	\$81,813	\$1 for second half year 1904	7 1/2 %	\$70 buyers
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	{ none	Tls. 2,025	\$1 div. and 35 cents bonus for half year ended 30.9.1904	6 1/2 %	\$401
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,255 Tls. 4,000	Tls. 5,012	Final of Tls. 4 making Tls. 8 for 1904	7 %	Tls. 720 ex
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$20,000	\$180	90 cents for year ended 31.3.1904	10 1/2 %	\$20 sellers
Do. (Founders)	100	\$10	\$10	{ \$1,824	\$1,824	\$5 for 1904	10 1/2 %	\$20 buyers
Watkins, Limited	10,000	\$10	\$10	{ \$30,000	\$6,604	Final of 50 cents making \$1 for 1904	8 %	\$18 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000	\$1,000	Interim of 50 cents for year 1904/1905	10 1/2 %	\$14 buyers
William Powell, Limited	12,000	\$10	\$10	{ \$1,000	\$1,000	Interim of 50 cents for year 1904/1905	10 1/2 %	\$14 buyers

From the first a number of the Russians displayed a mutinous spirit, and there were four ring-leaders amongst them who incited the rest. In the Straits of Malacca one of the ring-leaders was put in iron, but he had not undergone his punishment very long before his comrades made an attempt to rescue him by rushing at the Captain and his Officers who were on the bridge. With his revolver the Captain fired three times, but on each occasion the weapon missed fire, with the result that he resorted to his rifle and bludgeoned a number of the mutineers. He was backed up by his Officers, and the outbreak was soon quelled.

ON ARRIVING AT SINGAPORE the Captain communicated with the Russian Consul there, who came aboard, but he did not stay there long, as the Russians, as soon as they learned he was the Russian Consul, hissed and insulted him, threatening to throw him overboard. During the voyage from Singapore to Colombo, their turbulence was in no wise quelled, but they refrained from open attack on the Captain and Officers. Amongst themselves there were, however, frequent fights, for cruelties and sickles were employed in the fray. It was fortunate that the Russian nurse aboard escaped the odious attentions of their countrymen.

THE POSITION OF CAPTAIN LOWE on board the *Guronne* was by no means pleasant. His Chinese crew was worse than useless. From the outset the Russians openly asserted that they would be controlled by no one, and expressed their intention of throwing the American Officers overboard.

Before the ship left Shanghai the Commander was informed that a military guard would be provided, but that the Russian Consul had learned that this guard consisted of a Russian military Officer, who dare not move a finger, and five rifles with no one to use them. In fact this Officer was in such a quandary himself that for fear the Russians should seize the five rifles entrusted to him, he handed them over to the Captain. To make matters worse the Commander realized that he had made a serious mistake when he dismissed his American crew at Tokyo, and they returned to Seattle. Had he had them with him on the subsequent voyage there would have been fewer refractory Russians.

The *Huron* Veritas Monthly List, published on the 1st of May, of wrecks and casualties recorded in March last, announces that 55 sailing vessels were reported as totally lost; 10 by stranding, 4 by collision; while nine foundered, 5 were abandoned, 17 were condemned, and 8 were missing. No less than 147 sailing vessels were damaged; 30 by stranding, 4 by collision, 4 by fire, 23 by leaks, and 56 by stress of weather. The steamers totally lost were 11; 21 by stranding, 3 by collision, one by fire; while 3 foundered, one was abandoned, 6 were condemned, and 2 were missing. The steamers damaged were 36; 69 by stranding, 98 by collision, 14 by fire, one by leaks, 61 by stress of weather; while 82 reported injury to their engines or boilers.

WORK FOR THE DOCKS.

The German steamer *Brundis* which leaves for Saigon this morning, says the *Manila Gazette* of 25th ult., to load a cargo of rice, will take in tow the American ship *Academy* which goes to Hongkong for repairs. The *Brundis* will not take the sailing vessel all the way over, but simply give her a start, and take her clear of the coast.

THE WRECKED "MARBUT".

Captain Garay arrived at Manila on the 24th ult. from Samar on the coast guard cutter *Negra*. He has been at work at salvaging the wrecked cutter *Marbut* and has put a cement bottom in the vessel. The *Marbut* lies in about five feet of water, but draws a little over seven feet. A few more days' work will complete the work of floating her and towing her to Manila.

THE TYPHOON SEASON.

Manila will not be a port of call for some of the big liners from the Pacific coast during the typhoon season as the Pacific Mail company is afraid of trusting the big ships like the *Manchuria* and *Albatross* inside the breakers. The *China*, *Doric* and *Coptic* of the Occidental and Oriental line will continue to call here during the stormy season, but the larger ships will not come here as the company does not wish to incur the risk of its ships weathering a typhoon behind the breakers. A big ship like the *Manchuria* or *Albatross* would be helped if she dragged during a violent storm, as she would not have room to manoeuvre and her chances of getting out into the bay would be small.—*Manila Times*.

VICTORIA RECREATION CLUB.

ANNUAL MEETING.

The annual general meeting of the V.R.C. was held last evening in St. Andrew's Hall, City Hall, when the following members were present:—Messrs. Arthur Chapman, Chairman, F. Lammer, Hon. Secretary, S. A. Seth, Hon. Treasurer, F. W. White, M. A. A. Souza, J. W. Hains, T. Blair, L. A. Minto, T. E. Pearce, T. C. Swaby, T. Clarke, E. W. Mitchell, W. B. Brett, E. Humphreys, T. C. Gray, J. Coyle, E. B. Hayward, C. H. Grace, E. M. Hazeldan, F. L. Lefevy, J. E. Joseph, W. Armstrong, J. H. R. Hance, T. Meek, C. E. A. Hance, H. M. Bain, J. H. Seth, J. A. Lammer, R. C. Mitchell, H. Gidley, H. S. Beven, J. Rodger and Captain Warrack.

The notice convening the meeting having been read, The Chairman said:—Gentlemen, the report and statement of accounts having been in your hands for some days we will, if you have no objection, follow the usual custom and take them as read. This meeting is held later than usual, the delay being unavoidable owing to the change of Secretary and Treasurer. You have all seen the Sub-Committee's reports dealing with the various departments of the Club and there is little left for me to say. I am glad to state that the anticipations of the Boat-House Sub-Committee, to which I referred at the last annual meeting, have been to a great extent realized, considerable interest and keenness in rowing having been shown during the last season. At our Regatta in December last we had the pleasure of welcoming crews from Canton who carried off all the open events. At the Canton Regatta the V.R.C. crews were not successful, but it is to be hoped that this friendly rivalry will be the means of still further improvement, so that in the near future we may regain some of our lost laurels. With regard to the unfavourable situation of the Ball-house, to which attention is directed by the Sub-Committee, I am glad to say that this matter has been taken in hand by your Committee, and permission of the Government obtained for the erection of new stages in front of the Club House. This will provide an excellent bath in deeper and what is of still greater importance, cleaner water than at present. The work will be commenced at once and I hope to see some of our popular aquatic entertainments given there very shortly. The cost of this much-needed improvement will be \$200.

The report of the Gymnasium Sub-Committee is again very disappointing. The bar account shows a good result. I am sorry that the Balance Sheet for 1904 is not so satisfactory, although on the whole things are not so bad as appears at first sight. Taking the working for the year of the Club in all the various departments there is a debit balance of only \$41.13. On the 31st December, 1904, the Club was \$549.62 better off than when we started the year, this being due to the interest on deposits. I am pleased to tell you that after clearing off the debit balance of \$997.08 in working account, this account showed on June 3rd a credit balance of \$1,401.07, which does not include the interest on deposits, or the balance from bar account, the wisdom of the small increase in annual subscription agreed to at the last general meeting being apparent. The cost of a decent bath, and the new four-oared boat ordered from Chaper will thus be more than covered. You will observe that \$300 have been transferred from the bar account back to Typhoon Fund as recommended at the last annual meeting. You are all notified in December last that circumstances had arisen which would delay the handing over of the new site. Your Committee have taken all necessary steps to safeguard the best interests of the Club. The Admiralty withdrew the notice to quit our present premises at Kowloon. I am pleased to say that the V.R.C. Magazine, which was first published about six months ago, shows every prospect of being a lasting success, which would result with more encouragement from members. Before proposing the adoption of the report and accounts I will be pleased to answer any questions to the best of my ability.

There being no questions the motion was put to the meeting. Mr. T. C. Gray seconded and it was carried.

Mr. E. W. Mitchell then proposed the re-election of Mr. Chapman as chairman, in a few eulogistic terms, and Mr. Pearce seconded it, which was carried unanimously. Mr. Chapman thanking them for the honour done him, and promising to do all he could to further the interests of the V.R.C. while he is in the Colony. (Applause.)

On the proposal of Mr. F. White, seconded by Mr. Blair, Mr. F. Lammer was unanimously elected Hon. Secretary; while Mr. J. Hance's proposal, seconded by Mr. C. Hance, that Mr. S. A. Seth be elected Hon. Treasurer, was also unanimously carried.

The following committee were then elected by ballot:—General Committee:—Messrs. Armstrong, Caldwell, Clarke, Grace, Gray, Hazeldan, Meek, Mitchell and Rodger; Balling Committee:—Messrs. Cruickshank, C. E. A. Hance, J. H. R. Hance, Henderson, H. A. Lammer, M. McIver, A. P. Nobbs, T. E. Pearce, F. W. White, and R. C. Mitchell.

This concluded the business, and with a vote of thanks to the Chair the meeting terminated.

A "WEST KENT" STORY.

FROM CORPORAL TO SECOND LIEUTENANT.

In the General Orders issued by Mr. J. General Villiers Hutton, G.O.C., yesterday for the information of the troops in Hongkong, the following curious paragraph from the *London Gazette*, dated 19th July, appeared:—
"The Queen's Own (Royal West Kent Regiment). Corporal Mansel (1st Lieut.) Jackson, from the Royal Sussex Regiment, to be Second Lieutenant, in succession to Lieutenant G. F. H. Keenlyside, promoted."

The average reader might be pardoned if he jumped to the hasty conclusion that here was another case of virtue rewarded, of gallantry acknowledged, or of genius recognised. True, the announcement that a corporal had been granted a commission in the West Kent was couched in the most laudatory terms, but so are the paragraphs which adorn the Court Circular. Might there not be a story behind this bald proclamation? Victims of the gallant linesman who, like another *Alfred*, had won his way to a commission by dint of unspeakable ability and conspicuous gallantry were permissible in the circumstances. As a consequence, a representative of the *Hongkong Telegraph* paid a visit to the orderly room at Murray Barracks to-day, with the object of learning the inner secrets of this promotion.

An officer, who was interrogated, read the paragraph with a smile. "Well," he said, "there's nothing peculiar about that."

"Isn't it rather unusual for a corporal to jump right into the commissioned ranks?"

"Every private" replied the captain with a quizzing look, "carries a field-marshal's baton in his knapsack."

"Is this then a case of bravery rewarded?"

"I should be sorry to think that any member of the West Kents was not brave."

"Conspicuous gallantry, then?"

"Not that I know of. He comes from the Royal Sussex, you see; and I never heard of him before."

"What is the explanation, do you think, of this promotion?"

"It is in the power of every private to obtain a commission from the ranks. All that is required is that he must comply with certain requirements. He must be under 24 years of age, he must be unmarried, and the appointment must have received the sanction of the general of the district in which the applicant's regiment is stationed."

"Is it common for a corporal to become a second lieutenant in this way? People, generally, believe that commissions are only given to men who, having performed some meritorious service, are offered the choice of the V.C. or a commission. Do many non-commissioned officers reach a commission in this fashion?"

The officer smiled enigmatically, as much as to say—"Such things will happen."

"So there is no story behind this announcement," commented the disappointed journalist.

"I'm afraid not. But," he added, "if you really want a story, I'll make up one for you, with pleasure."

Such an offer being unprecedented, the scribe submitted the usual editorial reply:—
"Declined with thanks."

It was a case of the old wheeze over again—"Have you heard the story of the empty box?"

"No?" "Well there's nothing in it."

ABOUT THE "SULLY."

Towards the end of June, says a French contemporary, Rear-Admiral de Jonquieres will relieve Vice-Admiral Bayle in the work of superintending the salvage operations which are proceeding at the *Sully*. When Admirals Bayle and de Jonquieres have finished a series of important, though smaller duties, they will be relieved from further service in Eastern Waters. Admiral Richard has been nominated to the chief command of the *Sully*. The members of the *Société de Géographie Commerciale* of Saigon went on an excursion at Pentecost to the Bay of Along. They declared that they saw the *Sully* perched on a rock, but there was no sign of the floating dock, which, in their opinion, was at the bottom of the sea.

THE CHINESE EXCLUSION TREATY.

Some thoughtful Chinese, while joining in the universal protest against the terms of the new Exclusion Treaty, have lately suggested that the best and most dignified way of solving the difficulty would be to make the prohibition of Chinese labourers entering the United States emanate from the Chinese Government itself, instead of from the United States. This would then necessitate the giving of an exact interpretation as to what really constitute what are called the Chinese "labouring classes." It has also been suggested that while there shall be a strict prohibition of members of the Chinese labouring classes entering the United States, the provisions relating to these people entering the Hawaiian and Philippine Islands ought not to be so strict.—*N. C. D. News*.

SHANGHAI GAOL.

A visit paid yesterday morning to the Municipal Gaol—an entirely voluntary visit—fully explained the unwillingness of the Tao-tai to visit it, says the *N. C. D. News*, of a recent date. It would utterly disgust him with his own quarters in the City. The buildings themselves have been so fully described in the Municipal Reports for 1902 and 1903, that it would be superfluous to describe them again. They are handsome, imposing, roomy, light, and airy, and most scrupulously clean. Every convict has a cell to himself—there are 430 of these cells—and instead of the traditional massive oaken door with bolts and bars, and a little window through which the warden looks now and then, each cell has an open iron grille, reaching from the ground almost to the ceiling, with a door opening on to a corridor which runs the whole length of the building. The only furniture is a small block of wood nailed to the floor for a pillow, and there is absolutely nothing where dirt or insects can harbour. The corridors are lighted by very large iron-barred windows, so that there is plenty of light. The prisoners are well fed, as the almost complete emptiness of the infirmary shows, and they have healthy exercise in stone-breaking, oakum-picking, the manufacture of coir-matting and mats for sale—a large business is done in this—and tailoring and boot-making. We went through the workshops under the guidance of Colonel Watson and Mr. Blennerhassett, the head gaoler, and aside from their uniforms, it is difficult to realise that the men working away so contentedly are convicts. A very mild-mannered and gentle-looking Chinese, who was extremely engaged in making a boot, was pointed out as the redoubtable Yuh Maw-maw; and the surviving "Sudan" prisoner was engaged, in the artistic work of painting calligraphic signs on prison uniforms. There were 430 convicts in the men's wards yesterday morning, but in the women's block, which has 36 most inviting cells, all facing south, there is only one lady convict, a two-year prisoner. She is not entirely alone, however, there were three other visitors, young ladies waiting to be tried at the Mixed Court, only detained, not imprisoned. Their comfort and security are looked after by Mrs. Blennerhassett.

In another room, a number of reformatory boys were engaged in tailoring. They receive a daily visit from a Chinese professor, who gives them an hour's lesson, with a blackboard, in their native language, and in English.

1000 feet after this wayward family, there are six European warders and forty Chinese by missionaries, and the convicts are allowed to muster in the corridor and sing hymns, a relaxation much appreciated. The whole gaol with all its subsidiary buildings is a great credit to the municipal staff and it will be found well worth a visit; in fact, the ratespayers ought to visit it and see how well their money has been spent, and how admirably the institution is administered, under the careful and able supervision of Colonel Watson.

SPICULATION ON PEACE CONDITIONS.

A certain foreigner in Shanghai is alleged to have received an authentic report about the peace conditions of Japan which are the following four items:—

1. Russia shall restore Manchuria to China and evacuate and leave Manchuria under the perfect sovereignty of China.
2. All the Russian warships in Chinese waters shall be handed over to Japan.
3. An indemnity of 1,000 million roubles shall be paid to Japan.
4. For a certain period of years Russian warships shall not be allowed to ply in the Far Eastern waters or not to come out of the Baltic Sea.—*Universal Gazette*.

PEKING, 17th June.

Hu Weiteh, the Chinese Minister to St. Petersburg, has wired to the War-wu-pu that there is a rumour in St. Petersburg that Japan intends to claim from Russia the following five conditions:—

1. To cede Saghalien island to Japan.
2. To open Vladivostok as a free port.
3. To pay an indemnity amounting to two thousand millions.
4. To hand over the concession and rights of the Chinese Eastern Railway.
5. To hand over all the Russian concessions and rights in Manchuria.—*Eastern Times*.

A TOKIO VIEW.

There are probably many various opinions as to what terms Japan ought to demand from Russia. A Tokio dispatch says many different opinions are held by prominent men in all classes, but it gives the following as being generally agreed upon:—

1. That the lease of Taiwan (Dahly), Port Arthur, and other concessions obtained by Russia in Manchuria be transferred to Japan.
2. That Manchuria be opened to the commerce of the world, and the administration of Manchuria be taken in hand by Japan until order has been completely restored.
3. That the Russian warships interned in neutral ports be delivered to Japan.
4. That the Eastern Chinese Railway become Japanese property.
5. That Saghalien be ceded to Japan.
6. That that part of the Amur-region ceded to Russia by China in virtue of the Peking Treaty be ceded to Japan.
7. That the Amur and its tributaries be declared neutral waters, and the warships of the Powers be allowed to use the waters freely.
8. That a certain area on the frontier of China and Siberia be made a neutral zone where all military operations and undertakings shall be prohibited.
9. That the minimum amount of indemnity be from ¥400,000,000 to ¥500,000,000.

One opinion urges that the amount of indemnity need not be fixed, and it should be arranged that all expenditure incurred by the campaign as well as all other expenditure arising in connection with the war be paid by Russia.

It is stated that Professor Teraco, an authority on the law of nations, who is a Foreign Office Counsellor, has sent in his resignation in order that he may be free to publicly express his opinion as an expert on the terms of peace.—*Japan Chronicle*.

SIDELIGHTS ON NIPPON.

From Nagasaki to the Simposaki entrance of the Inland Sea is about nine hours' cruise. At least I remember leaving Nagasaki about 7 p.m. and passing through into the Inland Sea about 4 a.m. It is in that area where the Japanese shadowed the Russians and closed with them. Nagasaki lies away at the foot of green hills hidden from the sea, and any ships attempting to pass into the harbour without a pilot would be blown to pieces. I don't remember having ever seen anything quite so smart as the naval men about Nagasaki. Even an unimportant little steam-launch raced about with the importance of a destroyer. It did not follow that because a man was only a deck hand on a launch that his mission in life was unimportant. The deck hand just turned to and tried to make his little thirty feet of shipping as smart as a flagship. Everything a year ago was in order at Nagasaki, and I am confident that they were ready for the British men. I remember staying up on deck all night while steaming from Nagasaki to Simosaki, and can never forget the beauty and grandeur of the seas there. Even then the Nippony was watchful. Twice through the night a cruiser swept down on us and threw her light across us. Then she raced away into the night, probably to report our movements. Far out you could see other ships moving swiftly on the face of the waters; and how on earth the Russian Admiral conceived that he was going to pass among those islands off the south of Japan unnoticed is something beyond the comprehension of men.

The Korean Straits are full of islands, and those off the coast of Kinshin are inhabited by the men of the fishing flats, as brave and daring men as ever sailed the seas. They will face all weathers in boats that only look fit to cross the Saperine. The very cleanliness of these boats gives one a good idea of the nature of these fishermen. I remember passing hundreds of them, and they were all the same picture of spotless and scrupulous cleanliness. This is brought about by the ceaseless washing of the people who inhabit them. They are constantly washing the boats down. It was the same on these boats as on the Nagasaki launch. Because the skipper only had fifteen feet of pinewood to command, he did not immediately become disatisfied with his lot in life, but was just as proud of his little craft as Togo of his squadrons. And so, when the little island fishermen were called to the fleet, they were ready to do and dare anything. When they have finished fighting they will go back and take care of the English who visit the islands from Shanghai in the holiday season.

People have wondered how Togo has managed to be in hiding all these months. But among the islands in the Korean Straits there are many hiding places. And at a better spot could he have chosen? Were there not thousands of brave little fishing craft moving about on the face of the waters there, each acting as a scout for the Admiral? Not a single ketch could have passed through unnoticed. Then there is the mouth of the Inland Sea about two hours' way, and Togo could have received ten thousand recruits in less than twenty-four hours, for the Inland Sea is as full of seafaring men as the Cornish waters are of mackerel. If the Tsar thinks he is going to tire Japan out, and reduce her forces to impotence, then the summer he takes an excursion from Nagasaki via the Korean Straits and the Inland Sea to Kobe the better for the Russian people. Even Englishmen are ignorant of the mighty reserve of men who live on the Inland Sea. Nothing throughout the whole of Japan is so plentiful as that mighty aquarium where Japan breeds sailors.—*W. MUNRO ANDERSON*.

RIVER BANK SLIP.

AT SINGAPORE.

ROBERTSON QUAY SUBSIDIES.

An alarming subsidy on the north bank of the Singapore river took place this morning, says the *Singapore Free Press* of 1st ult., by which a greater part of Robertson Quay is sunk below river level and three large godowns are placed in imminent danger of collapse.

Robertson Quay is just above Pulau Saigon bridge and nearly facing the Abattoirs. Fair and firm to all appearance, the roadway has borne many a bullock-cart load of produce and imports to the large godowns on its banks. Now there is

A YAWNING CHASM extending for fifty yards along the road and involving the whole width of the road from the river wall, here composed of uncoursed coral rubble, to the very foundations of the godowns. Those endangered are three in number, at the corner Messrs. Behn Meyer & Co.'s, next a fine new godown, partly uncoursed now, but lately used by Adamson, Gilfillan & Co.'s, and partly occupied by the Llandell's Vermining. Amstram, and a third godown. These buildings are in imminent danger of collapsing into the river. True there is a fragment of the wall left standing, but below the cracked surface of the roadway is to be seen the black ooze which forms some 10 ft of the river bed of the Singapore and other streams in the place—a fathomless mass of stinking soft stuff, that even as far inland as Kim Seng Bridge, goes down for over a hundred and fifty feet. The finest godown is that owned by Kwong Hang & Co. of 19 Market-st. It is a two-storied, solidly built erection, with tile roof, and superior to any in the neighbourhood.

From the river by the place where the road used to be and as the tide is rising the water is flowing into the foundations. The drains have all collapsed, they are gradually cracking off and subsiding into the mud, and the building is looked upon as doomed. There is absolutely nothing upon which to prop it up and at noon it seemed to be only a question of a few hours.

"GEMPAH TANAH."

The subsidence began at a quarter to eight this morning when it was low water, the surface of the road, with a few ominous cracks, slowly sinking. A Chinese coolie who was on the affected part of the roadway, when he felt his *terra firma* firm no longer, gave way to utter terror and threw himself down and refused to move from the bewitched roadway, for some time. But as the road went lower and lower and the cracks got wider and wider he was persuaded to flee from the evils that were disturbing the earth, and neither he nor any one else has been hurt. By half-past eight the pillars at Behn Meyer's godown began to crack, and one of the European employees of the firm got a posse of thirty coolies and began to remove the rice and pepper and produce to the very back of the godown.

At midday the whole road was under water, which was lapping the foot of the walls of the godowns. Further ships have taken place, the pillars have further cracked and are now no longer plumb, while two of the arches have developed cracks and look dangerous.

Mr. R. Pearce, the Municipal Engineer, was there this morning, with a gang of coolies who are endeavouring to save one corner of the building, which is most dangerous, by putting in blocks of granite.

The fall is alleged to be due to dredging which has been taking place in the river-bed. The removal of so much of the soil has pro-

bably caused the mud beneath the piles to "slither" away and leave them without support and the whole superstructure has fallen in. This is on the concave side of the river and the stream as the tide flows out will be directed against the damaged bed. The ebb of the tide is therefore being looked on as critical, and the occupiers of the godowns have been warned to keep clear.

At three o'clock there had been a further subsidence of six inches but the buildings were still intact. The Municipality have put in about 250 tons of granite at the foot of the foundations, and this may withstand the force of the current, which is greatest at 4 p.m.

22nd June.

BUILDING STILL STANDING.

Up to four o'clock yesterday afternoon the godowns were still standing at Robertson Quay though the cracks in the pillars had extended a good deal. At the spot where the subsidence took place the river forms an "S" the bottom loop of the latter being the point where the slip occurred.

Expert opinion is that the slip was either caused by the river bed below the level of the bank-piles being dredged away, thus causing the soil mud under the road to "slither" from under the piles into the river and the road to subside, or that the scour of the river, the current of which runs with great strength at ebb tide, has been undermining the bank. It is, however, probable that both the causes were responsible for the accident, as the river was dredged at this point about four months ago.

As the endangered godowns stand on fifteen feet piles, though in a precarious condition, it is hoped to save them, and all yesterday a large gang of Municipal coolies was at work filling the chasm caused by the slip with blocks of granite. Before they knocked off work, late in the evening, about 200 tons of stone were put down and as granite costs \$3 a ton the owners of the property will have a bill of some \$600 to pay, though in comparison with the saving of the fine new godown, which is said to have cost \$10,000 to build, this is a trifle.

The cracks have widened and a fresh one has developed; the floor of Behn Meyer & Co.'s godown has sunk four inches; the road is now about twelve feet below its original level, and of the same height at low water as the surface of the river itself. Still it is hoped that the godowns will be saved, as the squeezed-out mud forms a bank which may act as a natural break-water to the current of the river.

Robertson Quay is not the only quay on the river banks which is in an unsafe condition. Clark Quay and Hong Lim Quay have both been gradually subsiding for a considerable time past. Some of the godowns on the Havelock-rd. side of the river are not in a very safe position, one in particular being decidedly insecure.

THE AMERICAN BOYCOTT.

FEELING IN SINGAPORE.

This is the report, presumed to be of a semi-official nature, of the proceedings at the meeting of Chinese merchants and traders held in Singapore with reference to the movement generated in Shanghai for boycotting American trade because of the stringency of the Chinese Exclusion Act. It is taken from the Chinese newspaper called *Lai Pau*:—

A meeting was held on the 20th June, 1905, at 2 p.m., at Tong Chay F. E. (Chinese Hospital). There were hundreds of traders present. Amongst them were (Chairman) Dr. Lim Boon Seck, Chan Tzeow, Lam Ah, Poo, Sin, Kan Jin, and others.

Dr. Lim Boon Seck (Chairman) spoke about the U.S.A. Government making a law to prohibit the Chinese from going into America or any American possessions to trade or to work, and put to the meeting the following resolution:—"That the Chinese traders in Singapore stop all trading in American goods."

The resolution was carried unanimously and the result of the meeting, cabled to the Chinese Government at Peking.

It may be mentioned that in the course of his presidential remarks Dr. Lim Boon Keng laid special stress on the fact that the Chinese were first of all invited to go to the United States as workmen and it was only after they had been so invited that the Exclusion Laws were passed and so stringently enforced. Mr. Chan Yew Nam was the proposer of the resolution given above and it was carried by acclamation.

Interviews with representatives of leading American firms in town point to a general trend of feeling in these circles to the effect that there is more shadow than substance about the Chinese protest so far at least as the Singapore expression of opinion is concerned. There is no question that there is a deep feeling of resentment among the Chinese community of the U.S. Exclusion Laws which make no differentiation between the contract coolie and the man of commerce, the leisure traveller or the student who desire entrance into American ports of their several avocations. But in Singapore there is no organisation such as the Shanghai Chinese Chamber of Commerce or the Chinese Representative Committee of Hongkong. The unanimity of opinion on the point was forcibly shown, however, by the very representative character of the assembly which passed this resolution. It was not convened by any body in especial but simply the announcement appeared in the dialect papers that such a meeting would be held, and in response to it something like 200 of the leading members met to enter their protest against the Exclusion Laws and express their sympathy with the action of their brethren in the North.

It appears to be an understood thing that the Committee appointed to represent the Chinese in Singapore in the matter have got no substantial powers invested in them. No fund has been inaugurated. The object aimed at has been served in procuring an expression of opinion which shall be communicated to Peking and thence find its way through the channels of diplomacy to Washington.

But at the same time, while no definite line of policy has been decided upon excepting that of giving moral support to the Shanghai Chamber in whatever action they may decide to take, there is little doubt that the Straits Chinese are determined enough in their attitude and will spare no pains or expense in pushing forward their project if a real boycott is persisted in.

There is not much perturbation in American trading circles over the ultimate issue. Oil and tobacco are the chief imports into the Straits from the United States. If the worst comes to the worst there is an idea abroad that some middle way will be found out of the difficulty. The export trade can hardly be affected. Even American themselves recognise that the Chinese have good moral grounds for their action up to a certain point and we have heard the opinion expressed that very likely a partial relaxation of the Exclusion Laws will follow for the removal of the irritating restrictions which at present apply to all Chinese in America without distinction of class.—*Straits Times*.

The Korean Government has granted a concession for the exploitation of the valuable Snaam-mine. Engineers have already arrived and have begun work. Another mining concession has been granted to the American firm of Colburn & Boatwick.

SINKING OF THE "TETARTOS."

RUSSIAN WANTONNESS.

Great excitement was caused in Batavia on Wednesday the 14th ult., by the arrival of the Russian converted cruiser *Rion* at that port. She brought with her the Captain, officers and crew of the German steamer *Tetartos* which she deliberately sank under circumstances detailed hereafter.

After landing them she proceeded to take in coal. A Dutch gunboat meanwhile went alongside her, and two others were waiting in the outside harbour with steam up for the purpose of enforcing the neutrality of the port. The sailing went on the whole day and it was confidently expected that she would leave at daylight on Thursday. She however remained in port the whole of Thursday, and it is said that pressure and threats were brought to bear on her in order to induce her to leave. At all events, she did not sail till between 11 p.m. and midnight on Thursday. She took in 1,000 tons of coal and her destination is supposed to be Odessa, while some say that she proceeds to Madagascar. A couple of petty officers and about 40 of the crew of the *Rion* left the ship and went ashore at Batavia. These were left behind and are detained there pending instructions from the Russian Government.

The circumstances connected with the sinking of the *Tetartos* are as follows:—That vessel, which was commanded by Captain Deslier, was on a voyage from Otaru in Japan to Tientsin with a cargo of timber and sleepers. She carried a crew of 7 European and 25 Chinese. She also had on board 2 Japanese, who were employed as tally clerks. On May 18th, she was stopped by the Russian steamer *Rion* and thoroughly searched for contraband of war but nothing was found in her. The Russian commander then ordered Captain Deslier to lower his boats and convey his officers and crew on board the cruiser without delay, as he was going to sink the *Tetartos*. The captain had no option but to obey, so he took his log book and ship's papers and such clothing as could be handily removed and went on board the *Rion*.

The *Tetartos* was then made a target of, and sank after a few shots—a very pleasurable pastime no doubt for the valorous commander of the *Rion*. She then cruised about for about 5 days, there being a heavy fog on, and ultimately made for Batavia, where Captain Deslier, his officers and crew were landed. Thence they took passage by the M. M. steamer *Le Sayne* which left Batavia at noon